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"A GRAIN ELEVATOR TOUR IN WAR-TIME" BEGINS IN THIS ISSUE

# THE AMERICAN ELEVATOR AND GRAIN TRADE

Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3d, 1879.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
Mitchell Brothers Publishing Co.

Vol. XXXVI.

CHICAGO, ILLINOIS, DECEMBER 15, 1917

NO. 6

One Dollar Per Annum  
SINGLE COPIES, TEN CENTS

BE A SHIPPER OF

McKENNA & RODGERS  
and  
McKENNA & RODGERS  
will

BE A GOOD REGEIVER  
FOR YOU

WE CHALLENGE  
YOUR PATRONAGE

SIMONS, DAY  
& CO.

322 Postal Telegraph Bldg.

Direct Private Wires to New York and Illinois and Iowa Points

GRAIN,  
PROVISIONS,  
STOCKS,  
BONDS.

We solicit consignments and offers of  
cash grain, also future delivery orders  
on all exchanges.

CHICAGO

Established 1877  
LANGENBERG BROS. GRAIN CO.  
GRAIN and HAY

We Solicit Your Consignments

ST. LOUIS

MISSOURI

We Solicit Your  
Consignments

Harris, Winthrop & Co.

COMMISSION  
MERCHANTS

STOCKS-BONDS-GRAIN

The Rockery  
CHICAGO

MEMBERS

New York Stock Exchange  
New York Produce Exchange  
New York Coffee Exchange  
Winnipeg Grain Exchange  
New York Cotton Exchange  
Chicago Stock Exchange  
Chicago Board of Trade  
Kansas City Board of Trade  
Minneapolis Chamber of Commerce

H. M. STRAUSS & COMPANY

Commission

GRAIN :: HAY :: FEED

Garfield Building

Cleveland, Ohio

Many good shippers have availed themselves of our  
service continuously for more than twenty-five years.

Carlisle Commission Co.

(Established 1889)

Hay and Alfalfa Meal Products

736-738-746 Live Stock Exchange Building  
KANSAS CITY, MISSOURI

(The World's Greatest Hay Market)

If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on  
consignment. Kansas City handling charges the lowest, service the best.  
Write Us Your Needs in Alfalfa Meal

Get Our Delivered Price

The WAGNER

Covers all markets. Ask for the weekly or  
daily issue. Has the largest circulation of any  
grain literature.

Stocks  
Grain  
E. W. Wagner & Co. Bonds  
Members New York Stock Exchange  
Members New York Cotton Exchange  
Members Chicago Board of Trade  
Continental & Commercial Bank Bldg.

LETTER

Established 30 years

CHICAGO

Courteen Seed Co.

MILWAUKEE, WISCONSIN

CLOVER and TIMOTHY  
SEEDS

SPECIAL PRICES ON GRAIN BAGS

Write Us When Interested

Economy and Satisfaction  
in Paint

Dixon's SILICA GRAPHITE Paint

is used by the leading grain elevator  
concerns, because it LASTS LONGER  
and costs less per year of service.

Write us for particulars, addressing  
Department 17 B

Made in JERSEY CITY, N. J., by the

Joseph Dixon Crucible Company

ESTABLISHED 1827

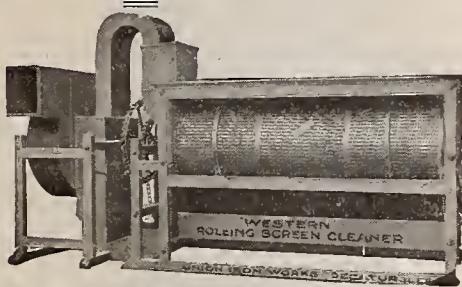
## Christmas 1917

**S**TARTING in our 58th year with a larger and better line of machinery than ever before, this company, from president, to office boy, greets you with appreciation for the business you have given us, and wishes you a Merry Christmas and a Prosperous New Year.



**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND  
MILL FURNISHERS**  
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



"Western" Rolling Corn Screen Cleaner



"Western" Pitless Warehouse Sheller

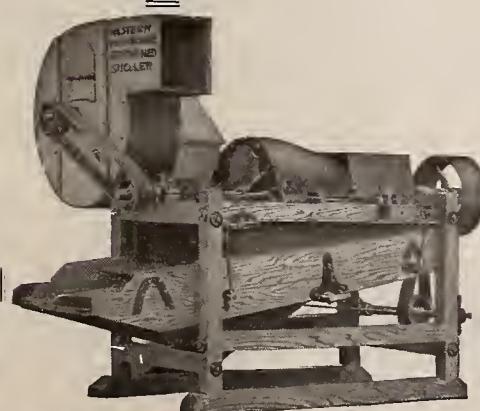
# ENEMY PROPAGANDA

The air is full of deplorable and depressing rumors. Many have been nailed as falsehoods circulated to weaken confidence in this country. One of the worst of these lies is that which urges misdirected economies and curtailment of consistent expenditures.

Conservation and elimination of all waste we **must** have, however, and elevator owners must have an efficient plant in order to meet war regulations. The only answer to climbing costs is a reduced cost of operation, and WESTERN ELEVATOR EQUIPMENT will go a long ways towards helping you.

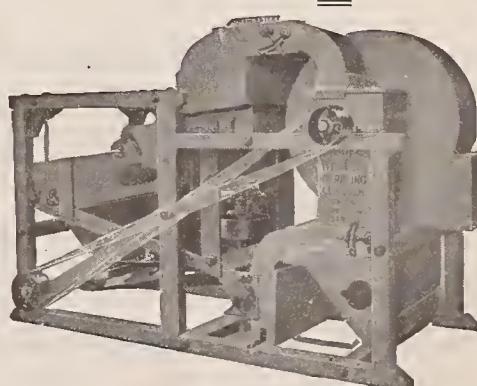
Send for our illustrated catalogue before you build your new elevator or remodel your old one. Western Machines are all basically correct in design and are as cheap as good machines can be. We guarantee satisfactory service from all machines.

**UNION IRON WORKS**  
Decatur, Illinois, U.S.A.



"Western" Warehouse Combined Sheller

Complete Line of Shellers Kept at  
1221-1223 Union Avenue  
Kansas City, Mo.



"Western" Gyrating Cleaner

## WANTED

A miller, either present mill owner or operator, who is ready for an opportunity to get into the milling business on the money-making side. Prefer a man who has had his experience with unprofitable, expensive-to-run, long-system machinery and knows how hard it is to make ends meet with this type of equipment.

If you have \$3000 to invest, we will start you in business with an American Marvel Mill, the latest development in modern milling equipment, and will show you what it means actually to make money with a flour mill of 100 barrels capacity and under.

1200 American Marvel Mills are now in operation, and among the 1200 owners are hundreds of old long-system millers who, after struggling for years to make a profit with cumbersome, expensive-to-operate, antiquated equipment, saw the advantages of the wonderfully efficient, automatic self-contained American Marvel and today are making more money in one year than they used to make in five.

Millers—mill owners—head millers—INVESTIGATE this proposition and know all the facts. Let us refer you to well-known long-system millers of many years experience who would not go back to the old way under any circumstances.

A letter or postcard will bring all the facts. Write it today—it may mean the turning point for you as it has for hundreds of others.

Blanchard Milling & Elevator Company, Blanchard, Iowa, state: "Nearly a year ago we installed an American Marvel Mill, after using a long-system for 25 years. The new mill is satisfactory in every way; it is easy to operate and requires very little power. Yield and quality is O. K. Would have to change our mind if we returned to the long system."

Frank H. Wood, Venice Center, N. Y., writes: "We ran a long-system mill for 25 years and during that time never manufactured a barrel of flour equal to that made on our American Marvel, either in quality or yield. The long-system mill took about 300 feet of belting and 25 horsepower to produce what today we manufacture with a 4-inch belt and less than one-third the power. Never has there been a moment when we regretted installing an American Marvel Mill. It is certainly a money-maker."

Electric Roller Mills, Golden Valley, N. D., communicate: "We were in the long-system milling business 34 years before installing the American Marvel. It is easier to operate, saves labor, makes better flavored flour and makes it cheaper."

M. L. Snyder & Sons, Levels, W. Va., inform us: "It is now two years since we started our 25-barrel American Marvel Mill. It has met every claim and has not been the least trouble or expense. To say we are highly pleased is putting it mildly. After nine years experience with a good long-system mill, we find everything in favor of the American Marvel. It is easier to operate, makes much better quality flour and more of it per bushel of wheat, uses about one-third as much power and earns 25 per cent more net profit. We could not be induced to return to a long-system mill of any kind."

## The Anglo-American Mill Co.

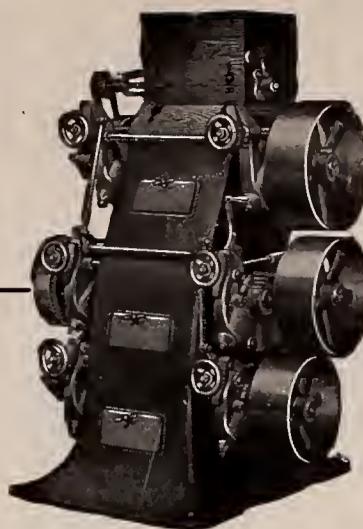
445 Trust Bldg.  
Owensboro, Ky.



## The American Marvel Mill

- is made in 7 capacities—15, 25, 40, 50, 60, 75 and 100 bbls. per day.
- can be operated by one man. As operation is practically automatic, this man will have plenty of time to wait on trade and attend to all matters around the mill without assistance.
- practically eliminates upkeep.
- will outlast any other flour mill equipment manufactured.
- requires less horsepower per bbl. than any other mill. As compared with your long-system equipment it will cut down power bills to a mere fraction.
- produces quality and yield as high as can be had with any mill, regardless of size of make.
- is no experiment. Seven years solid success behind it. Hundreds of experienced millers prefer it to long-system equipment.
- you can get it on very liberal terms.
- every sale is made on 30 days trial, the purchaser being the sole judge.

Over 1200 American Marvel Mills Now in Operation



## You need this sturdy, capable, general purpose mill

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

N. & M. Co.  
Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

See book on Mills, No. 1290 for details.  
If you haven't got it we will send it on request.

Everything  
for the  
Modern  
Mill

Nordyke &  
Marmon Co.  
INDIANAPOLIS, IND.

Established 1851

Ask for  
Catalogs  
on any  
Equipment  
you need

America's Leading Mill Builders



## THE REGULATIONS

of the U. S. Food Administration makes imperative an accurate Weight of all grain going in and out of elevators, and the lately passed Net Weight Law requires all commodities in interstate commerce to be marked with the exact net weight.

### Automatic Grain Scales

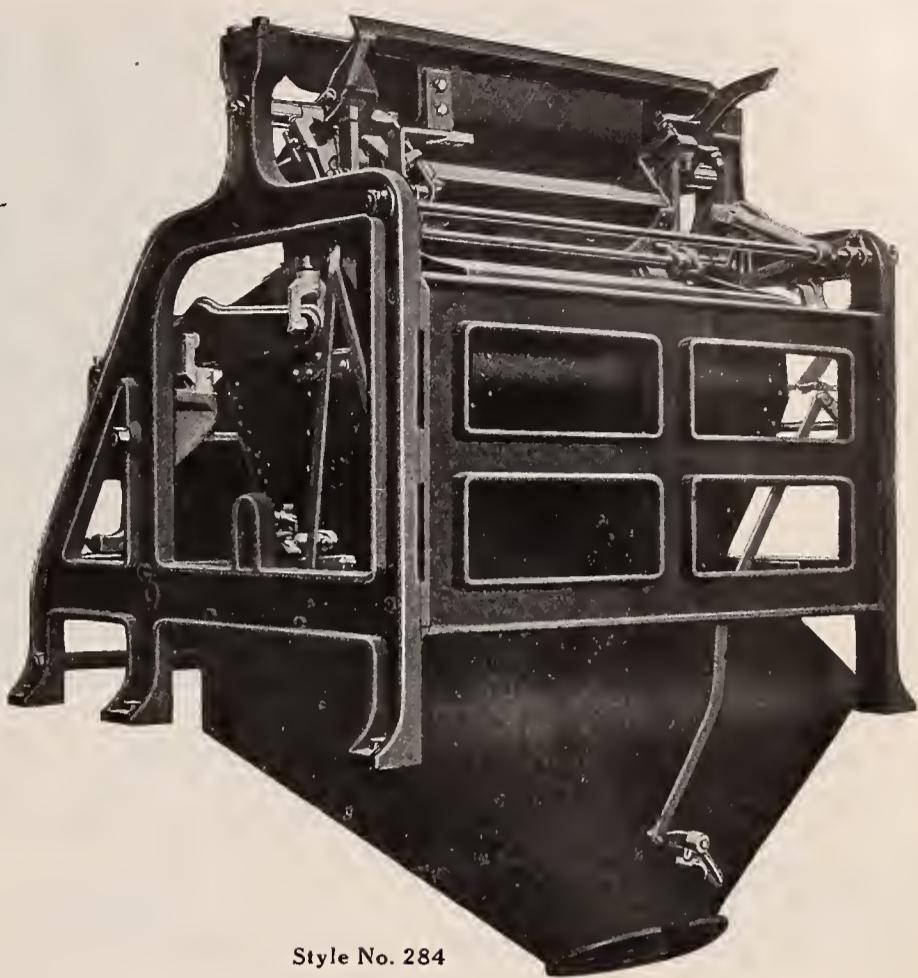
are built in various sizes and equipped with a register which records every weighing. They are adapted to the work required, and the capacity varies according to size of bucket. The best results and highest efficiency are accomplished by the simplest means. U. S. Standard Weights used.

Fully guaranteed. Our policy is to fulfill the just expectations of purchasers of our machines.

*Write for our Catalog*



Style No. 284



## AUTOMATIC WEIGHING MACHINE COMPANY

Main Office and Factory

134-140 Commerce Street

Newark, N. J.

## ARMOUR GRAIN COMPANY

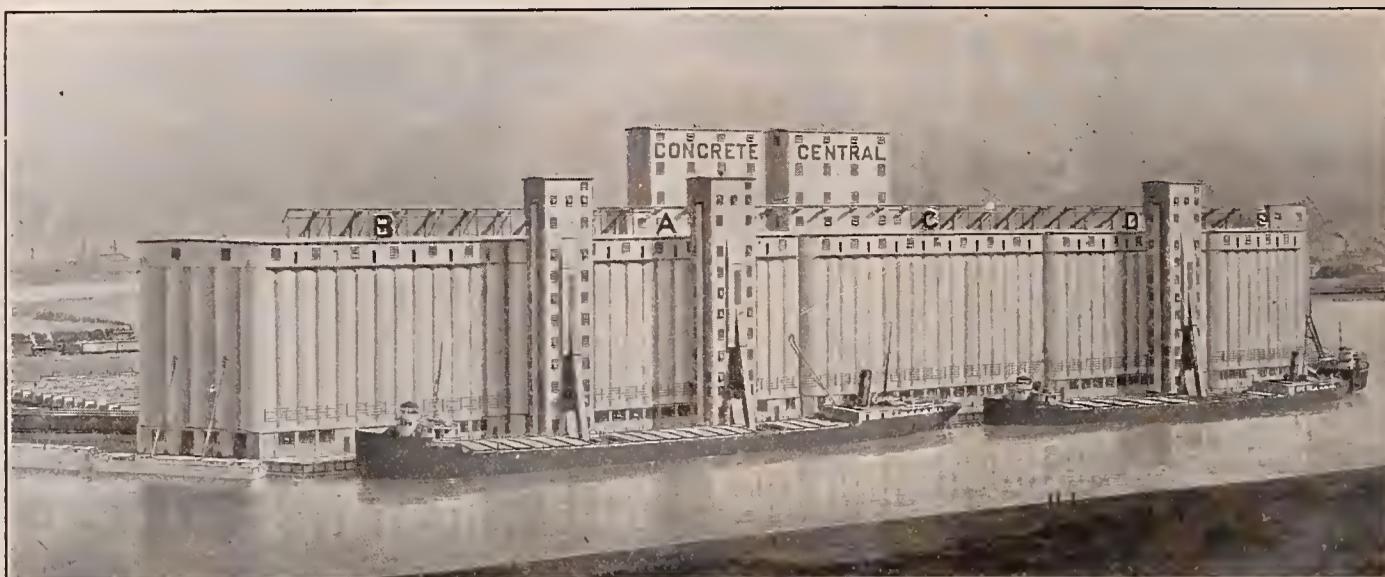
### Grain Dealers

Now operating the new Chicago & Northwestern Railroad Terminal Elevator at South Chicago, Ill. Completely equipped with all modern machinery

### *Consignments Solicited*

*We have every facility for handling all branches of the grain business*

**208 South La Salle Street, Chicago, Illinois**



CONCRETE-CENTRAL ELEVATOR, CAPACITY 4,500,000 BUSHELS

THESE "MONARCH ELEVATORS" make it possible to handle expeditiously and economically Buffalo's 200,000,000-bushel Grain Business.

Houses of "Monarch" construction are excelled by none in design, arrangement, and economy of operation.

*Other "MONARCH" Elevators in Buffalo and Vicinity*

Wheeler  
Monarch  
Connecting Terminal

Kellogg  
Buffalo Cereal Co.

Superior  
Geo. J. Meyer Malting Co.  
Shredded Wheat Co.

*CONSULT US BEFORE BUILDING*

## Monarch Engineering Company

*Engineers and Contractors*

Buffalo, N. Y.

# MINNEAPOLIS DECLARES

## *It the Biggest Success in the Field*

There has recently been created a machine which fair-minded, conservative experts do not hesitate to say will eventually revolutionize the handling of grain and seeds. Cars of wheat, barley and rye cleaned in Minneapolis by one of these new Separators and shipped to critical buyers in the East have created much excitement. The wires have been kept busy with telegrams asking how the cleaning had been done and the name of the cleaner. One concern offered the inventor and his associates Twenty-five Thousand Dollars conditional upon its being given the exclusive right to use the invention. Elevator men have traveled 1500 miles to see machines in operation. Time and again we have been offered premiums of as much as five hundred dollars for quick delivery. One customer figures that his machine will earn \$5500.00 in a year.

Taking all these statements for what they're worth it's quite apparent that the machine under discussion is no ordinary "wind-and-sieve" affair.

If present indications are anything to go by, there will be an enormous demand for these machines. It would, therefore, be well to make immediate investigation and place your orders now, thereby securing a high position on our rotational delivery list.

*Remember, that it is not what a manufacturer says, but what he proves, that counts.*



THE S. HOWES COMPANY  
SILVER CREEK, N. Y.





## Canadian Government Railway's Elevator TRANScona, MANITOBA

Now under Construction.

Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

# John S. Metcalf Company, Limited

GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle Street, CHICAGO, ILL., U. S. A.  
395 Collins Street, Melbourne, Australia

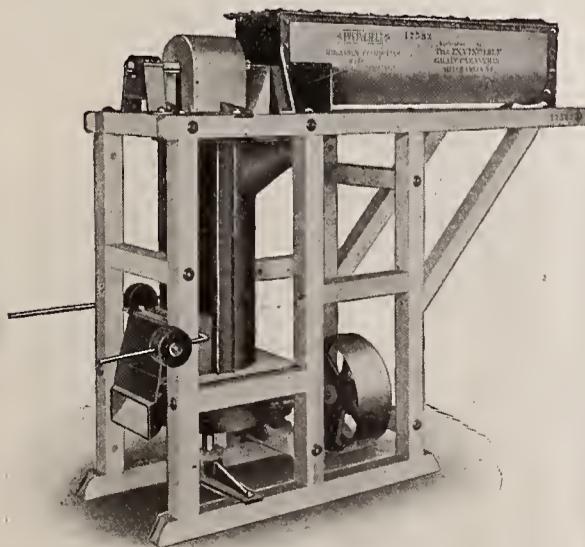
35 Southampton Street, LONDON, W. C., ENGLAND

## No Trick At All —to prepare mixed feed with the Invincible Molasses Feed Mixer

This machine takes hold of the molasses and whips it into the fibre of the grain—and you can always count on a uniform, high-grade feed. Dry grain is mixed equally as well—all on less power per ton than any other machine of its kind.

*Let us send full information about this and other Invincible Machines.*

Invincible Grain Cleaner Co. <sup>Dept.</sup> Silver Creek, N.Y.



## U. S. Grain Standardization Bureau Orders 36 Additional Emerson Wheat Testers ENOUGH SAID!

An additional lot of 36 Emerson Wheat Testers or Kickers to those already in use were ordered June 12 last for distribution among the different laboratories and inspection departments of the U. S. Grain Standardization Department. The Emerson Tester or Kicker has also been recommended to the grain trade by the Government officials as the most satisfactory machine for determining the actual amount of dockage in each sample of wheat.

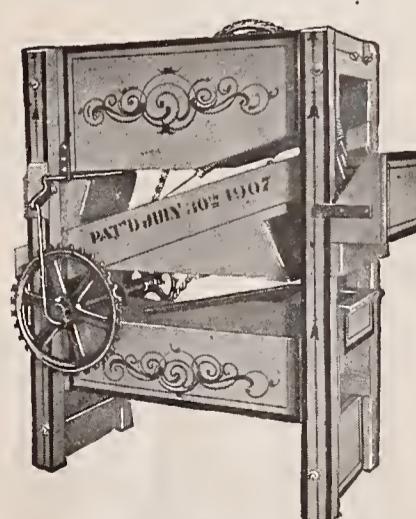
The Emerson makes an absolute perfect separation of the oats from the wheat, not one kernel of oats left in the wheat and not a kernel of the wheat lost with the oats. Eliminates all guess work. All disputes between buyer and seller are settled on the spot. Avoids any feeling about doubtful dockage. Farmers prefer selling where the test is made with the Emerson Tester or Kicker.

### Over 7,000 Emersons In Use

Any number of elevator companies are using from 25 to 50 Emerson Kickers and from that on the 250 depending upon the number of elevators they operate. Hundreds of smaller elevator companies are using from 1 to 5 machines. In addition there are hundreds of flour mills, state grain inspection departments, commission houses, grain buyers, boards of trade and U. S. Grain Standardization Bureau all using Emerson Kickers.

### The Emerson Guarantee

The Emerson Kicker is sold with an absolute guarantee to do exactly as we claim or money will be refunded. It has proved itself to be a splendid investment of elevator and milling companies. Let us prove it to you. Write today for pamphlet giving full description and unsolicited comments by prominent Emerson users.



W. H. EMERSON & SONS  
Detroit, Mich. : : Windsor, Ont.

## It Will Last

Reinforced concrete. Built for heavy floor loads.  
Uses the daylight. Tracks arranged right.

**"Macenco Results"**



1500 barrel Mill, 300,000 bushel Elevator and  
500 H. P. Diesel Power Plant of the Kansas  
Flour Mills Company, Great Bend, Kansas.

**Macdonald Engineering Company**

53 West Jackson Boulevard  
CHICAGO

## Burrell's 1916 Record



Van Winkle Grain and Lumber Co., Council Bluffs, Ia.

**Complete Grain Elevators and Mill Buildings,  
Concrete or Wood**

**Burrell Engineering & Construction Co.**

Webster Building, CHICAGO. PORTLAND, ORE.  
715 Herskowitz Building, Oklahoma City, Okla.

**97  
Contracts**

With the largest  
and most efficient  
Engineering  
and  
Construction  
Organization  
for large or small  
work ever gathered  
together by a  
concern in our  
line, prospective  
builders of Grain  
Elevators will find  
it to their advantage  
to consult us  
before formulating  
any definite plans.  
It Costs Nothing.

## Notice to Policy Holders

One reason why you  
should exercise unusual  
care and diligence in protecting  
your property against  
fire is the delay and  
difficulty you would  
have in securing re-  
pairs or rebuilding owing  
to War Conditions.

LET US HELP YOU WITH OUR SER-  
ICE ON ALL KNOWN HAZARDS.

**Mutual Fire Prevention Bureau**  
OXFORD, MICHIGAN.

*REPRESENTING:*

Millers National Insurance Co., Chicago, Ill.	Mill Owners Mutual Fire Insurance Co., Des Moines, Iowa.
Western Millers Mutual Fire Insurance Co., Kansas City, Mo.	The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.	Texas Millers Mutual Fire Insurance Co., Fort Worth, Texas.
Pennsylvania Millers Mutual Fire Ins. Co., Wilkes-Barre, Pa.	Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

There is satisfaction in the buying of "American High Speed" chain since you pay only for the three essentials—link, pin and washer—and there is more of a story also concerning this simplicity of construction.

**Ask Your Engineer About It**

For many more than enough years to prove their dependability, "American High Speed" chain drives of both larger and smaller sizes than the one illustrated have been built and operated.

**AMERICAN HIGH SPEED CHAIN**  
"Most Horse Power Years Per Dollar"  
ABELL-HOWE COMPANY  
NATIONAL DISTRIBUTOR  
CHICAGO

**TWO MILLION BUSHEL FIRE PROOF  
RECEIVING ELEVATOR  
FOR  
Washburn-Crosby Company  
Minneapolis, Minn.**



*Write us for designs and estimates*

We Design and Build Elevators, any type of construction, in any part of the World.

**JAMES STEWART & CO., Inc.**  
GRAIN ELEVATOR DEPARTMENT

Fifteenth Floor of Westminster Building

W. R. SINKS, Manager

CHICAGO, ILL.

Chicago & Northwestern Railway Company's New  
Reinforced Concrete Grain Elevator Being Built  
at Council Bluffs, Iowa, for the Updike  
Grain Company of Omaha, Neb.



Our experience covers every branch of grain elevator building work as well as any type or style of construction to meet requirements in any locality.

*Designs and estimates promptly furnished.*

**Witherspoon-Englar Company**

1244-1250 Monadnock Bldg.

CHICAGO, ILL.

CONTRACTORS  
FOR **GRAIN ELEVATORS**  
COMPLETE WITH MACHINERY INSTALLATION  
**DEVERELL, SPENCER & CO.**  
Garrett Building Baltimore, Maryland

**Reliance Construction Company**

**Furnish Plans, Estimates and Build  
COUNTRY GRAIN ELEVATORS**

Our long experience as a builder of elevators insures you an  
up-to-date house. Write today.

625 Board of Trade Building,

INDIANAPOLIS, IND.

**If Your Elevator Needs Overhauling  
This Season—Then Write Me Now**

You get the benefit of my many years of experience  
in elevator building, millwrighting and repairing.  
Also handle a full line of elevator and conveying  
machinery including manlifts, buckets, belting, steel  
spouting, etc.

Let me send you figures and prices on any-  
thing you may need now. Write me today.

**W. E. BURRELL, Elevator and Repair Specialist**  
900 LYTTON BUILDING CHICAGO, ILLINOIS



**The Barnett & Record Company**  
GENERAL CONTRACTORS

Designers and Builders of

**Grain Elevators, Flour Mills and Heavy Structures**

Reinforced Concrete and Steel Ore Dock con-  
structed at Superior, Wisconsin, for the Allouez  
Bay Dock Company. Entirely Fireproof.

*Write for Designs and Estimates*

OFFICES:

Minneapolis, Minn.

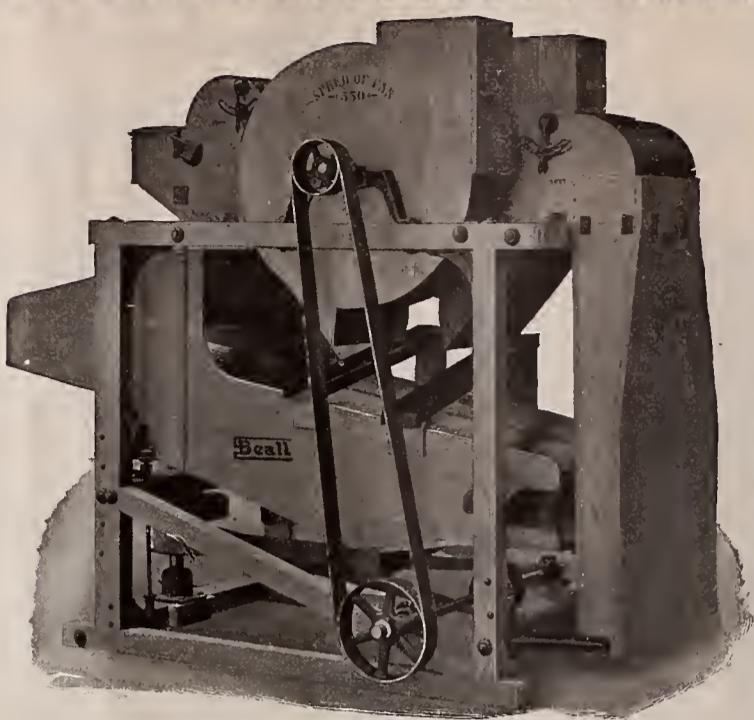
Duluth, Minn.

Fort William, Ontario

# WHEAT IS MORE VALUABLE THAN GOLD TODAY

CLEAN grain is essential if you want to continue in business, and in order to comply with the Federal Grain Grades your elevator must be equipped with up-to-date machinery. Machines that are economical, ever-efficient and give satisfactory service under any conditions.

That is what



Built in Ten Sizes

## Warehouse and Elevator Separators Will Do

Actual performance has established their reputation for efficiency, and by installing them you are assured of good service year after year with little or no upkeep cost. That is why we guarantee it without limit. It is built from the very best material, thoroughly braced and can always be depended upon.

*Write for our descriptive catalogue and list of Beall Operators.*

THE BEALL IMPROVEMENTS CO., Inc.

Decatur

Illinois

## Zeleny Thermometer System

The only system that gives you the exact temperature of your grain in storage.

Installed in over 900 tanks this year.

*Write for description and prices*

Western Fire Appliance Works  
542 South Dearborn Street - Chicago, Illinois

## They All Point to the Bowsher

A mill that will crush or grind ear corn (with or without shucks), Kaffir in the head and all kinds of small grain.



A mill that has conical shaped grinders—which do the work close to the center of the shaft, thus effecting a great saving of power.



A mill that can run empty without injury, as the grinders will not strike together.



A model feed mill, light running and handy to operate; different from all others. A complete independent outfit.

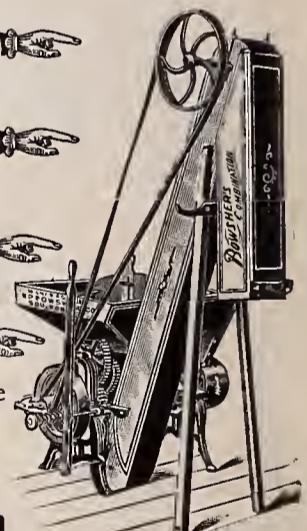


These are a few of the many reasons why the Bowsher is the mill for you.



Sold with or without elevator. 10 sizes, 2 to 25 H. P.

N. P. Bowsher Co., South Bend, Indiana



## The "Knickerbocker Cyclone" Dust Collector



For Grain Cleaners

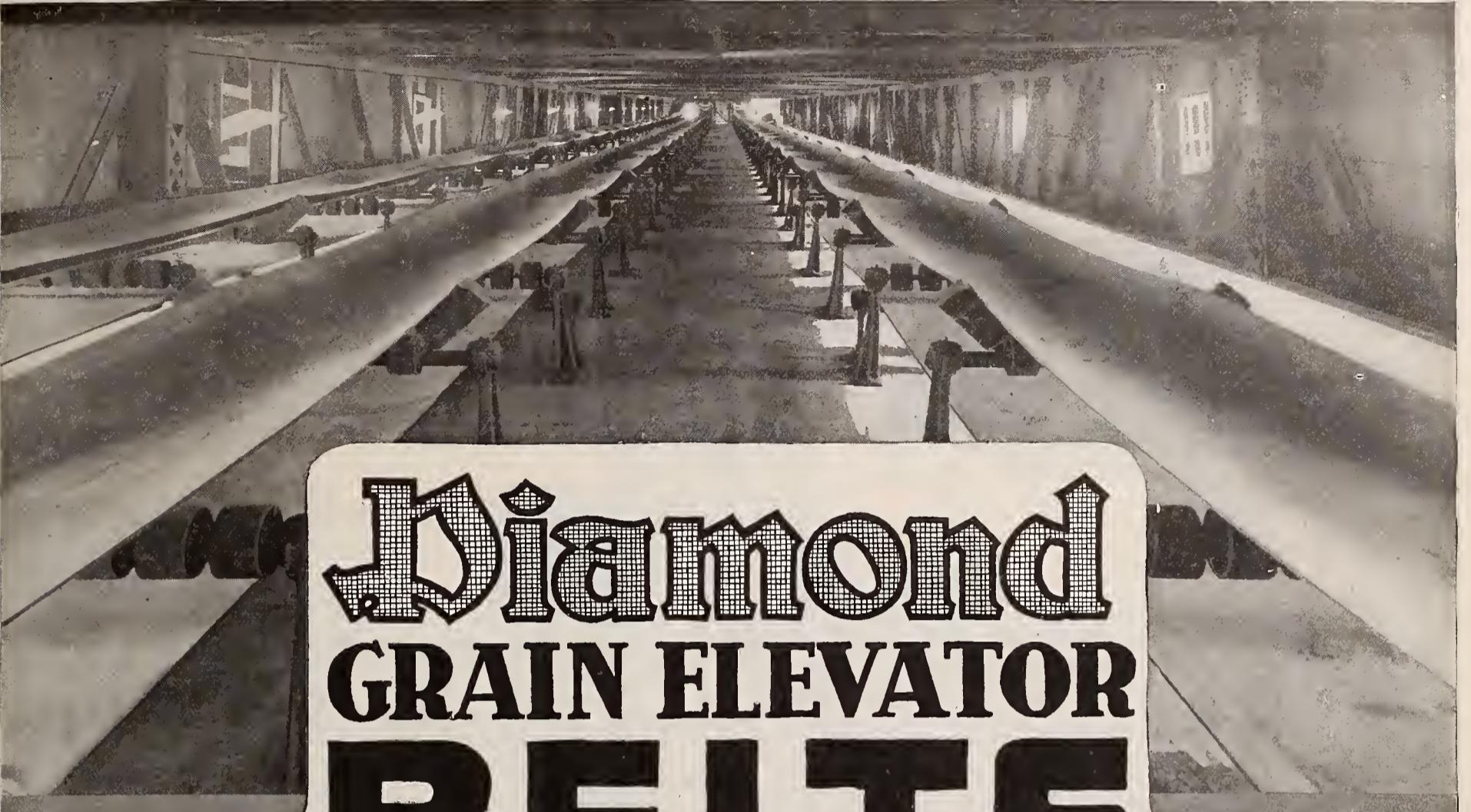
ALL STEEL

*Write for Catalog*

The Knickerbocker Company



Jackson, Mich.



# Diamond GRAIN ELEVATOR BELTS

**Are strong for the conservation that  
saves the most dollars**

The world-war has brought home to us forcibly the necessity for conservation in almost every field.

Buying is done with greater circumspection and those who never saved before are now preaching the new doctrine of economy.

More attention is now paid to *real quality* which necessarily predicates a saving in nearly every case.

That is one of the biggest reasons why our daily incoming orders for Diamond Grain Elevator Belts are growing and making a strong demand on all our resources for early deliveries, before war prices make themselves felt.

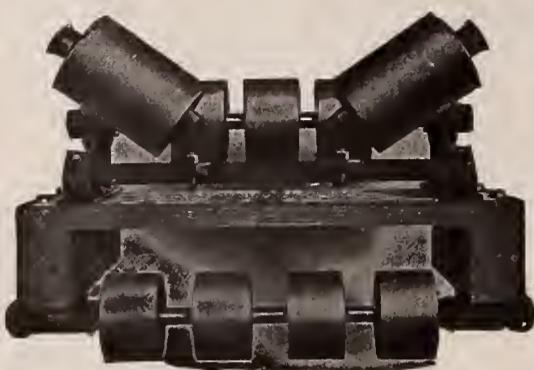
If you want both quality and service at a fair price, put in your order *now* for that Diamond Grain Elevator Belt you need *now*.

*Buy right—save more. Make your next one a DIAMOND*

**THE DIAMOND RUBBER COMPANY, Inc.**  
AKRON, OHIO

Distributors Everywhere





## Improved Belt Conveyor

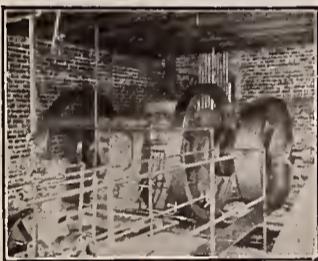
Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for supplies.

**H. W. Caldwell & Son Co.**  
Chicago, Western Ave., 7th-18th Sts.

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street  
DALLAS, TEXAS, 711 Main Street

### THE MONEY MAKING MUNCIE OIL ENGINE IDEAL POWER FOR ELEVATOR SERVICE



Quickly started. Easily handled, requiring only incidental attention. Smooth governing, low fuel consumption, at full and fractional loads. Uses cheapest crude or fuel oil. Satisfaction guaranteed. Simplicity very appealing. Strongly constructed and long life. Write today for abundant facts and proof of what thousands of others have been accomplishing.

Bulletin No. 22 free upon request.  
Sizes 10, 20, 25, 30, 35, 40, 45, 50, 55, 60, 70, 80, 85, and 100 H. P. Write today.

**MUNCIE OIL ENGINE COMPANY**  
115 Elm St., MUNCIE, INDIANA

## Stern, Costly Facts

Are the little daily losses in time and lubricant; the repair stops and expenses; the trouble caused by uneven grinding and the maintenance bills of a babbitt bearing, out-of-date feed grinder.

We ask, as a plain business proposition, which would pay you better, to ignore these losses, which, in the aggregate, soon amount to a substantial sum of real money, or to protect yourself permanently from such loss by investing in

### The Monarch Ball Bearing Attrition Mill

Write for  
Catalog  
D-No. 115

Belt Driven  
If Preferred



The Monarch is never careless, heedless or inattentive to business.

Ball Bearings practically eliminate friction, institute perfect and permanent tramm, chase away power and lubricant losses, and inaugurate and continually safeguard uniform grinding.

The mission of this mill is to protect your profits; not by the grace of luck, but by inbuilt, original features which never cease to exist.

### SPROUT, WALDRON & CO.

Main Office and Works, MUNCY, PA. P. O. Box 320  
Chicago Office: No. 9 South Clinton Street

## CONSERVATION

IS THE RULE TODAY

Save Money by installing a

### Cyclone Dust Collector



*Let Us  
Tell You  
How*

**CYCLONE BLOW PIPE CO.**  
2542-52 Twenty-first Street, Chicago, Illinois

Complete new systems installed on modern plans and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

### Transit Leaks

are unknown to the grain shippers  
who use

### KENNEDY Car Liners

Enormous Increased Sales prove the  
Efficiency, Merit and Serviceability  
of these liners.

**The Kennedy Car Liner**  
is the only device offered the grain  
shipper that makes a car Leak-Proof.  
Cheap—Modern—Profitable. Write  
now for particulars.

**THE KENNEDY CAR LINER & BAG CO.**  
Shelbyville, Indiana, U. S. A.

### GRAIN TRIERS

Which will not clog or bind. Steel tubing fitted with  
maple pole. Point is turned of solid bar steel. Top is  
fitted with a bronze collar. Trier is 56x1 $\frac{1}{4}$  inches and  
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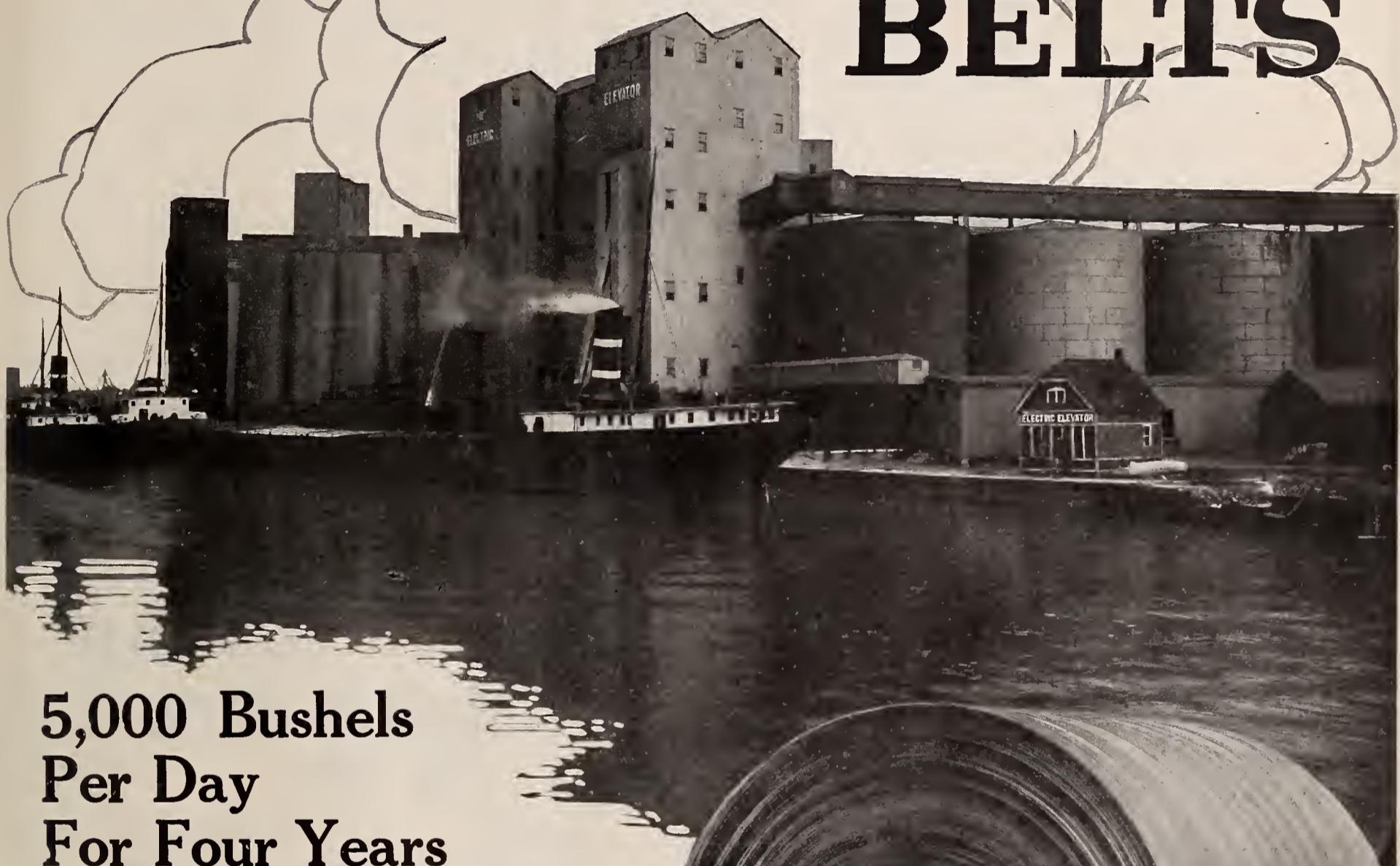
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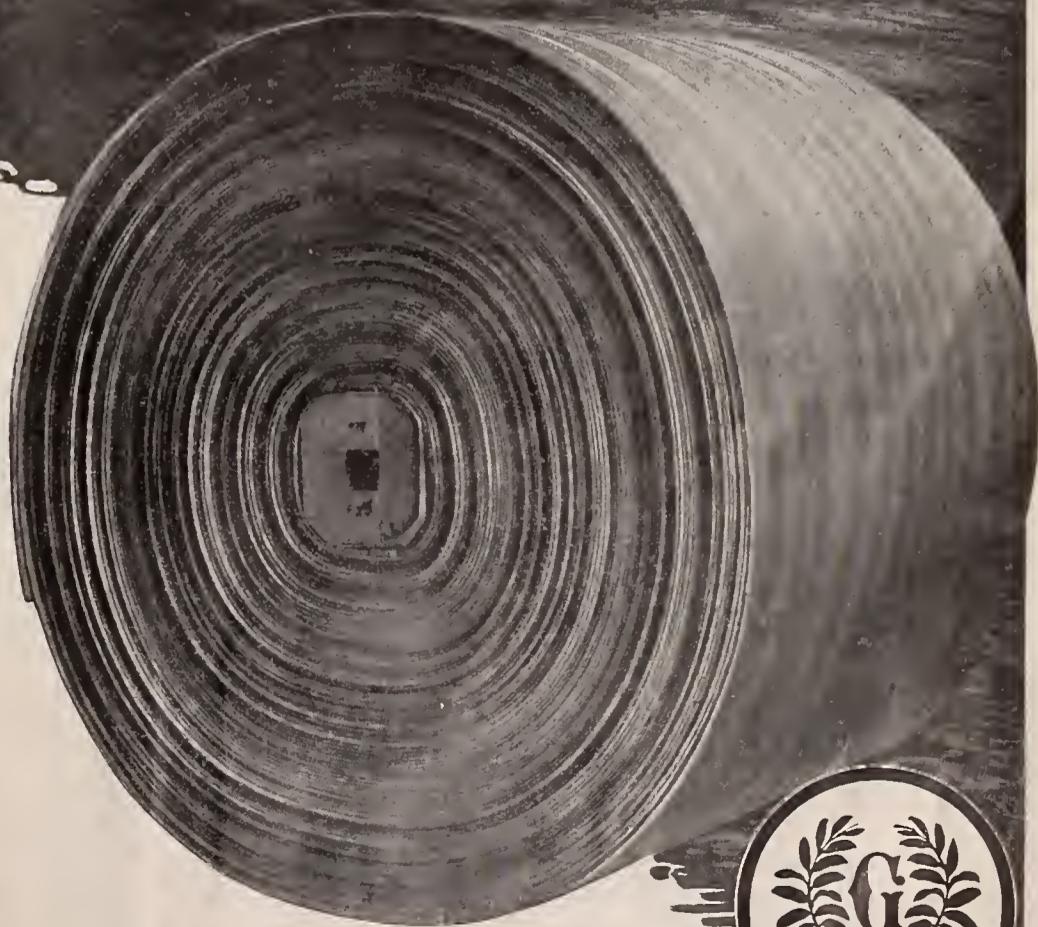
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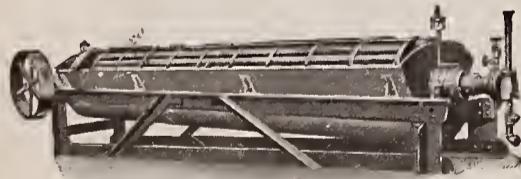
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CATALOG ON REQUEST

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800,000,000 Bushels Wet Corn

Extended early reports of frost damage and immature corn are followed today in quite general statements that 25% of the present crop is unmerchantable. Consider this with the fact that this year's corn crop is 600,000,000 bushels larger than any previous production, meaning that corn will be held longer in elevators requiring frequent turn-over and drying.

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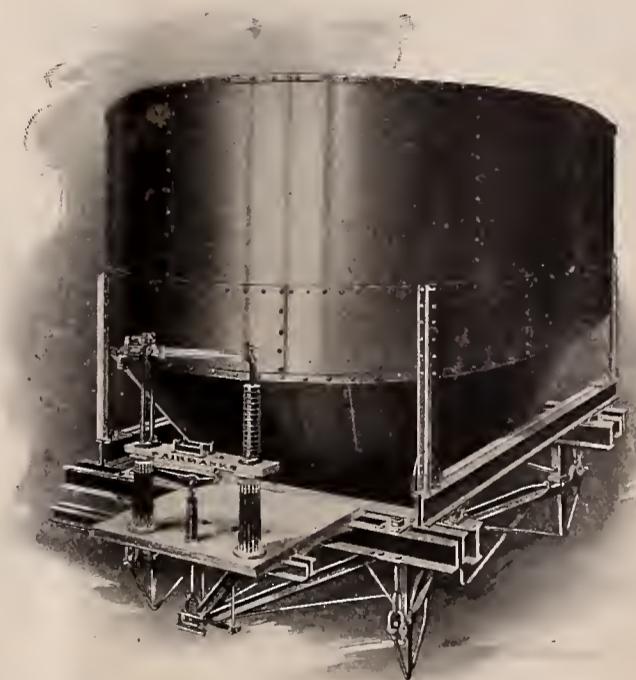
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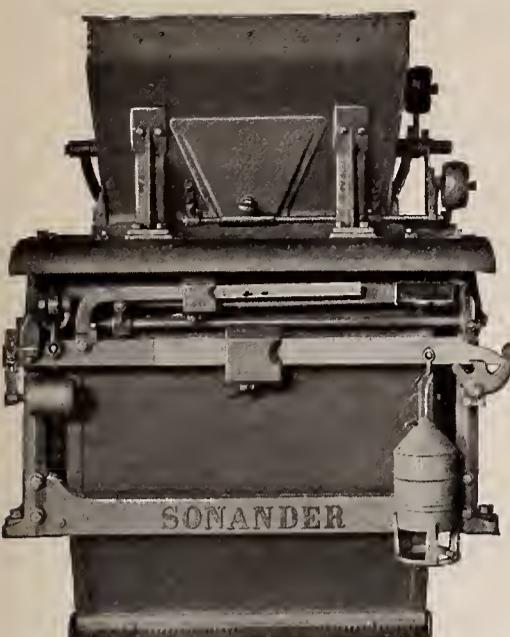


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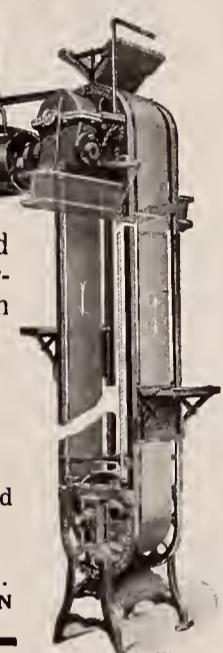
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PURIFIERS



## *In This the Closing Month of the Year*

WE WISH to thank our faithful old friends and the cherished new ones for so patiently bearing with us during those days of stress and difficulty when work was held up and delayed on account of lack of material and the loss of many of our men who have gone into the service of our Government. Added to those handicaps transportation facilities have been such that it has been exceedingly hard to make shipments.

We beg to advise all our good friends that early in the coming year we expect to increase our plant and be able to take care of all the business entrusted to us, and do it promptly, and with little or no delay on our part.

Our aim will be to better our service and still maintain the high standard of construction the "Monitors" have always had.

We wish you all a most pleasant Christmas and hope the New Year will be far brighter and more prosperous than any you have known.

**HUNTLEY MANUFACTURING CO.**  
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devoted to the elevator  
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Established in 1882.

VOL. XXXVI.

CHICAGO, ILLINOIS, DECEMBER 15, 1917

NO. 6

## New Chicago Elevator a House of Superlatives

IT was about three years ago that John S. Metcalf Company of Chicago commenced work on the plans for the Chicago & Northwestern Railroad Terminal Elevator to be located on the Calumet River and Calumet Western Railway at South Chicago, Ill. The contract for its building was let to the Witherspoon-Englar Company and Grant Smith & Co., of Chicago, and by January 1, 1918, two weeks from today, the Armour Grain Company of Chicago, lessees, expect to have the house in full operation.

The elevator is easily the largest in the United States. It is unsurpassed in type of construction, character of equipment and in rapid handling.

As arranged at present it has a working house of 931,000 bushels capacity, a river house of 778,000 bushels capacity and storage house holding 4,383,000 bushels, making an actual present total capacity of 6,092,000 bushels. The plans call for six additional rows of future storage of 3,364,000 bushels capacity when the entire plant will afford housing for 9,456,000 bushels of grain.

A preliminary description of the elevator was given in our issue of January of the present year, illustrating the progress of the work to that time. Now our first page halftone shows the completed plant, including the office building, welfare building, power house, work shop, sacking house, driers, bleachers, marine tower and gallery to lake vessels.

The foundation for this huge structure consists of concrete piers and walls resting upon piling. Where necessary the concrete work is reinforced with steel bars. All material used in the construction of the buildings and equipment, excepting belts and rope, is non-combustible and for the greater

part is concrete. No wood whatever was used except in a few cases called for in specifications.

The working house occupies a ground space of 285x77 feet, and is 192 feet high. The first story columns are built of steel and encased in concrete. The bin girders and bin walls are of reinforced concrete, the bins having walls seven inches thick and spaced in general on 15-foot centers. The bin walls are 74 feet deep.

The house is equipped with six receiving legs, six shipping legs, eight cleaner legs, five clipper legs, four screenings legs, six drier legs and three bleacher legs.

The first story is 25 feet high and contains the main cleaning machinery. The cleaning equipment includes four No. 15 Monitor Double Shoe Compound Shake Warehouse Separators; six No. 7 of same size and style as No. 15; four No. 11 Monitor Double Shoe Compound Shake Barley Separators; twenty No. 11 Monitor Oat Clippers and one No. 3 McDaniel Wheat Washer. In the cupola are two No. 9 Monitor Screenings Separators, one No. 15 Barley Separator and two Double Invincible Needle Machines. This gives a maximum cleaning and clipping capacity of nearly 2,250,000 bushels of grain for a 24-hour run. Also, 190 to 280 tons of screenings can be cleaned in the same period.

Surmounting 95 bins over the first floor, the dimensions of which have been given, is the cupola. It is built of structural steel covered on the outside with reinforced concrete curtain walls.

The floors and roofs are of reinforced concrete and the roof covered with tar, felt and gravel. A modern bleacher plant is built off the cupola and consists of three double towers each supplied by a

leg used for no other purpose. After bleaching, the grain is discharged into a section of the storage house reserved for bleached oats.

The receiving track shed joins the working house on the west and is built of structural steel, being 96 feet 9 inches wide and 285 feet in length. The track shed spans five tracks and encloses 24 receiving sinks so that 24 cars may be unloaded at the same time.

The drier building is of structural steel and is erected over the track shed. It is 28 feet wide, 180 feet long, 96 feet high and contains a 12-section drier composed of three Morris, three Hess and six Ellis Drier units.

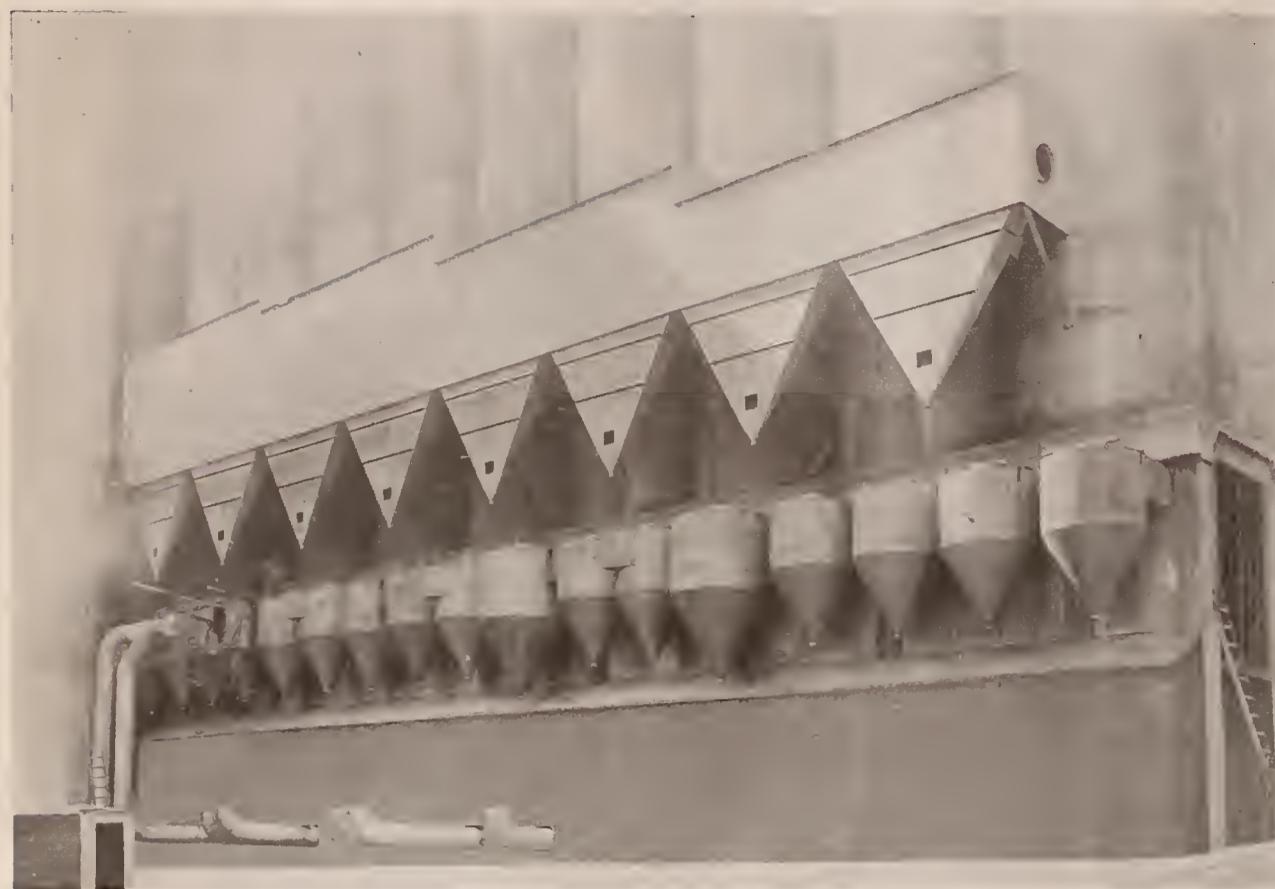
The Hess Drier has a capacity of 750 bushels per unit, making a total of 2,250 bushels per hour. It dries grain in batches or in continuous flow, according to the condition of the grain to be handled. The drier can be changed from batch operation to continuous flow operation in 30 seconds.

The six Ellis Drier units are of the continuous flow type, the grain passing through the machine in a constant stream. Each unit is equipped with a full housing steel plate fan capable of delivering 40,000 cubic feet of air per minute. The steam coils are known as the double pipe construction and the total heating area in each unit is 2,400 square feet. Each unit is equipped with an Ellis Patented Return Air System. Each drier unit has a capacity of 750 bushels per hour when removing four to five per cent moisture, the total for the six units making a combined capacity of 4,500 bushels per hour.

The Morris Drier has an equal capacity per unit and was supplied by the Strong-Scott Manufacturing Company, Minneapolis. A special feature of



THE NEW CHICAGO & NORTHWESTERN ELEVATOR AT SOUTH CHICAGO, WHICH WILL BE OPERATED, BEGINNING JANUARY 1, 1918, BY THE ARMOUR GRAIN COMPANY  
Constructed by the Witherspoon-Englar Company and Grant Smith & Co., Chicago



A ROW OF CYCLONE DUST COLLECTORS

the drier arrangement consists in its location directly over the track shed adjoining the workhouse, enabling it to receive grain from, and to discharge back to the working house without the use of conveyors.

The main storage is just east of the working house and comprises 104 reinforced concrete tanks each 21 feet 11 inches inside diameter and 104 feet high. It is equipped with a most flexible system for receiving and withdrawing grain with its 12 reversible conveyors above the bins and 14 reversible conveyors below.

The Zeleny Thermometer System is installed in the entire storage plant of 210 bins with the reading apparatus located in a special room over the tanks. The system is designed to give warning should grain start to heat, and the facilities for turning over heated grain will be ample, as with reversible belts above and below the storage grain

can be turned over both by the six shipping legs in the working house and by the six shipping legs in the river house, each of which has a capacity of 20,000 bushels per hour. In fact, should it be necessary the entire volume of grain in store could be turned over in two days.

The river house is east of the storage house and parallel with the Calumet River. It contains six shipping legs. The first story is 18 feet 9 inches high of reinforced concrete surmounted by 24 reinforced concrete storage bins each 22 feet 6 inches inside diameter, 95 feet high. The cupola of the river house contains scales, garners, etc., and is 45 feet by 270 feet and 77 feet high, built of structural steel with reinforced concrete floors and roof, and curtain walls.

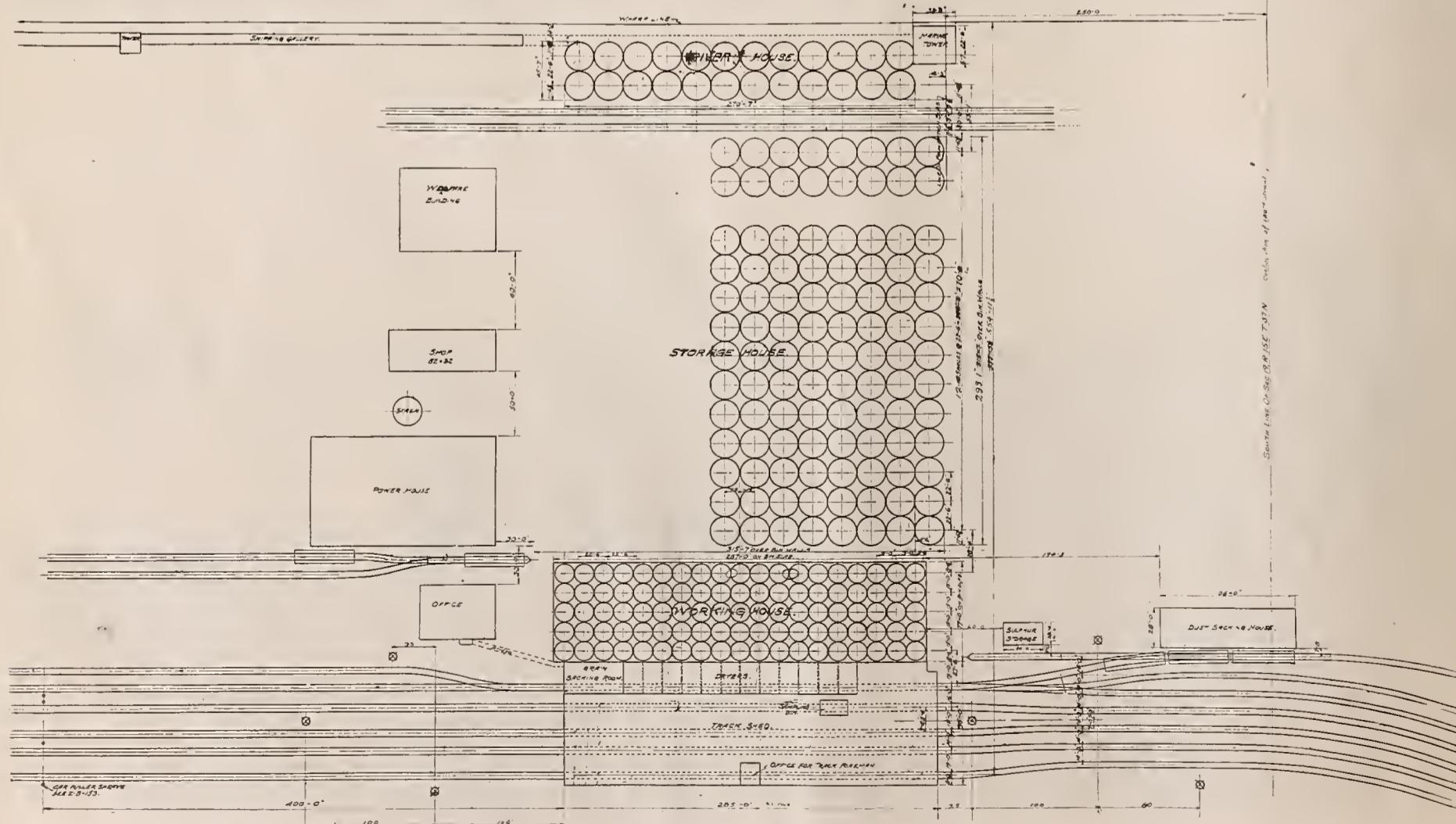
Grain is received from cars in the track shed which contains 24 track hoppers, each hopper having a capacity of a car below the base of rail.

The grain can be taken in at the rate of 36 cars per hour. If desired the grain can be cleaned as fast as received from the cars. Grain is conveyed from the track hoppers to the six receiving legs in the working house and elevated to the cupola, where it is received in either of two garners of 3,000 bushels capacity each. Below each garter is a scale hopper of the Fairbanks type weighing 2,000 bushels at one draft. From the scale, grain is distributed by spouts and conveyors to any part of the working house, storage or river house.

For receiving grain from boats a marine tower is built at the south end of the river house. The structure is of steel with reinforced cement curtain walls. The tower receives and weighs grain at the rate of 20,000 bushels per hour maximum, and carries the grain by conveyor into the river house, where it can be elevated by any one of the six shipping legs and distributed by reversible conveyor to any part of the plant.

It is possible to withdraw grain from any part of the plant to the six shipping legs in the working house, where it may be elevated and spouted to garners and scales the same size as those already described for receiving grain from cars. Additional flexibility in both receiving and shipping grain is obtained by the installation of switch valves at the top of the receiving elevator legs so that each of these legs are tributary to two sets of garners and scales. In shipping grain to cars, the entire carload of grain is weighed at one draft and the spouting is so arranged that the whole load can be dropped from the scales directly through car spouts to the cars in the track shed. Thirty-six cars per hour can thus be loaded from the track shed without interfering with the receiving of 36 cars per hour as before noted. There is also provided a room above the main shipping track for weighing and bagging grain whence bagged grain can be loaded directly to cars in the track shed below.

Grain can be drawn from any part of the storage house by conveyors to the six shipping legs in the river house, which have a combined capacity of 120,000 bushels per hour. Each leg elevates to a 3,500-bushel garter placed above a 2,000-bushel scale hopper, where the grain is weighed before being spouted to 12 shipping bins. Each shipping bin is provided with a dock spout capable of shipping over 20,000 bushels an hour to a boat lying at

GROUND PLAN OF THE CHICAGO & NORTHWESTERN ELEVATOR, SHOWING ARRANGEMENT OF BUILDINGS, STORAGE TANKS, RAILROAD TRACKS AND WHARVES  
Designed by John S. Metcalf Company, Chicago.

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

377



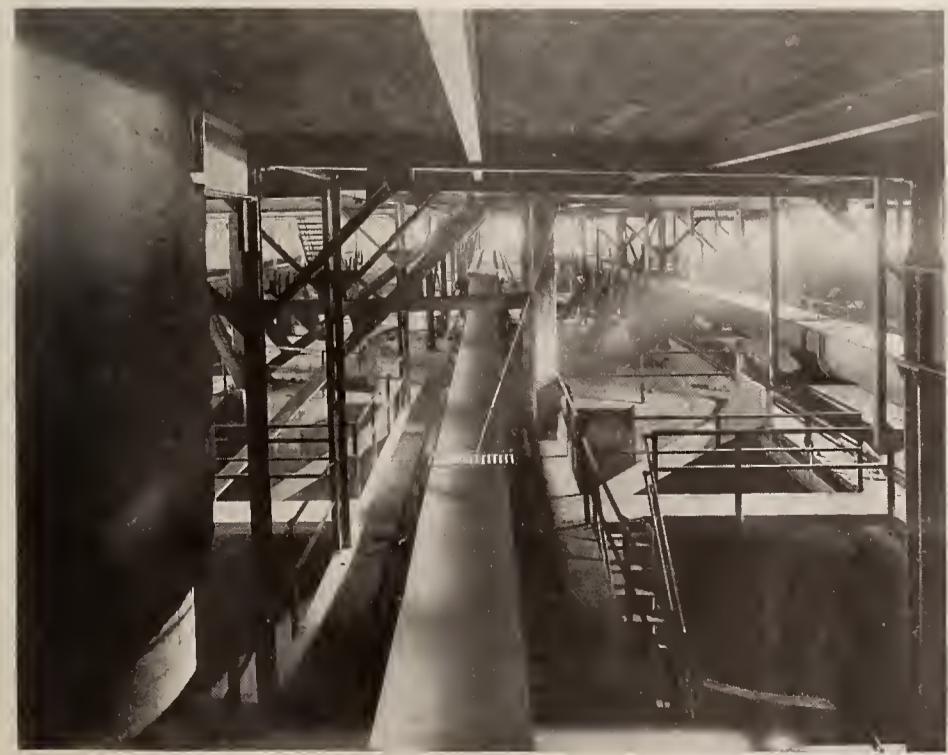
PART OF THE 18 FAIRBANKS HOPPER SCALES IN THE CUPOLA



ELEVATOR HEADS AND SPOUTING



VIEW FROM THE WEST SIDE SHOWING WORKING HOUSE, TRACK SHED, WELFARE BUILDING AND POWER PLANT



ONE OF THE BELT CONVEYORS OVER STORAGE HOUSE



A CORNER OF THE CLEANING DEPARTMENT

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

the wharf alongside the elevator. These bins have a total capacity of 216,000 bushels. Grain may be weighed and stored in these bins before the boats come to the wharf, and shipped while other grain is being drawn from storage and elevated and weighed.

The shipping gallery is built of steel with steel trestle bents. The floors, sheathing and roof are the same as the marine tower. It houses a 15,000 bushel per hour conveyor running north from the river house. The conveyor from the river house discharges to a boat spout or to a conveyor in the shipping gallery which by means of a tripper discharges to five additional boat spouts. This installation allows boats to receive the maximum part of their cargo in the shortest possible time while lying alongside the elevator, and then move to a berth alongside the shipping conveyor to receive their trimming load, which is of necessity a slow operation. Thus the berth opposite the elevator is free for loading other grain boats to the full capacity of the river house.

The wharf is built of concrete resting upon piles. It extends in front of the elevator and marine tower, and to the south and north a total length of 1,200 feet. The dust house is built of brick and is 28x106 feet, containing eight Monitor Dust Packers. Dust can also be loaded to cars in bulk. The complete dust collecting system installed at the elevator was supplied by the Cyclone Blow Pipe Company of Chicago.

The entire line of elevating and conveying machinery was furnished by the Webster Manufacturing Company of Tiffin, Ohio.

The working house has a Humphrey Employees' Elevator furnished by the Humphrey Elevator Company, of Faribault, Minn., while another of the same make is installed in the river house.

Some idea of the vast size of the plant may be gathered from the transmission rope data. There are in all 113 rope drives, totaling 57,813 feet in length or nearly 11 miles. The drives vary in length from 95 to 1286 feet, while the rope sizes run from  $\frac{1}{8}$ -inch to  $1\frac{1}{2}$  inches.

The office building, welfare building and power plant are in full harmony with the general standard of quality and efficiency which marks the entire plant. The office building is 58x42 feet, three stories high and of brick and concrete construction, therefore fireproof. The vestibule of the first floor opens on the commodious sample room, testing room and tally man's room. On the second floor is the general office and superintendent's office. The third floor has seven sleeping rooms for members of the office force who find it necessary to remain at the plant during the rush season.

A pneumatic system for transferring weighmen's tickets and other papers also runs from the office building to the foreman's office on the first floor, to the weighman's office on the scale floor of the cupola and to the track foreman's office over the track shed.

The welfare building is a 2-story structure of brick and concrete fire proof construction, in size 82x65 feet. The first floor contains the locker room for employes, with all modern conveniences, shower baths, etc., dining room, ice plant and kitchen. The building is equipped with its own refrigerating plant. The dining room has accommodations for 200 people. On the second floor are two dormitories with sleeping quarters for 140 men. There is also a separate dining room on this floor for the office staff. The welfare building is of the daylight type and is shown between the power plant and the working house in the center illustration on Page 377.

The power plant was built by the Westinghouse, Church, Kerr Company, under separate contract. The building is of fireproof construction, 142x86



TWO OF THE MOTORS OPERATING ROPE DRIVE

feet, and contains two Westinghouse Turbo-Generators of 1,500 k. w. each; one 500-k. w. generator; two 100-k. w. exciter sets; seven 500-horse-power water-tube boilers. The location of the power plant is shown in the ground plan on Page 376 and a view of it is shown at the extreme left in the large picture on Page 377.

Speaking generally, the whole plant is of the latest and most modern fireproof design of the largest handling and cleaning capacity, designed to be operated with the minimum of labor and power consumption and with the entire installation independent of outside sources of power.

## WHEAT CONTROL IN SPAIN

The American consul general, at Barcelona, reports that the difficulties in obtaining sufficient supplies of food products for Spain having steadily increased the Spanish Government has adopted a new measure to deal with the situation.

In November, 1916, a provisions board was created, which made a thorough study of the demands of the country. This organization was dissolved in April, 1917, and it has now been decided to intrust the work to one person, who will have general charge of securing and distributing alimentary products. By a royal decree, published October 4, a commissary general of provisions was appointed with power to buy foreign wheat, regulate its price and distribution, and restrict consumption.

## PREMIUMS FOR GRAIN IN ITALY

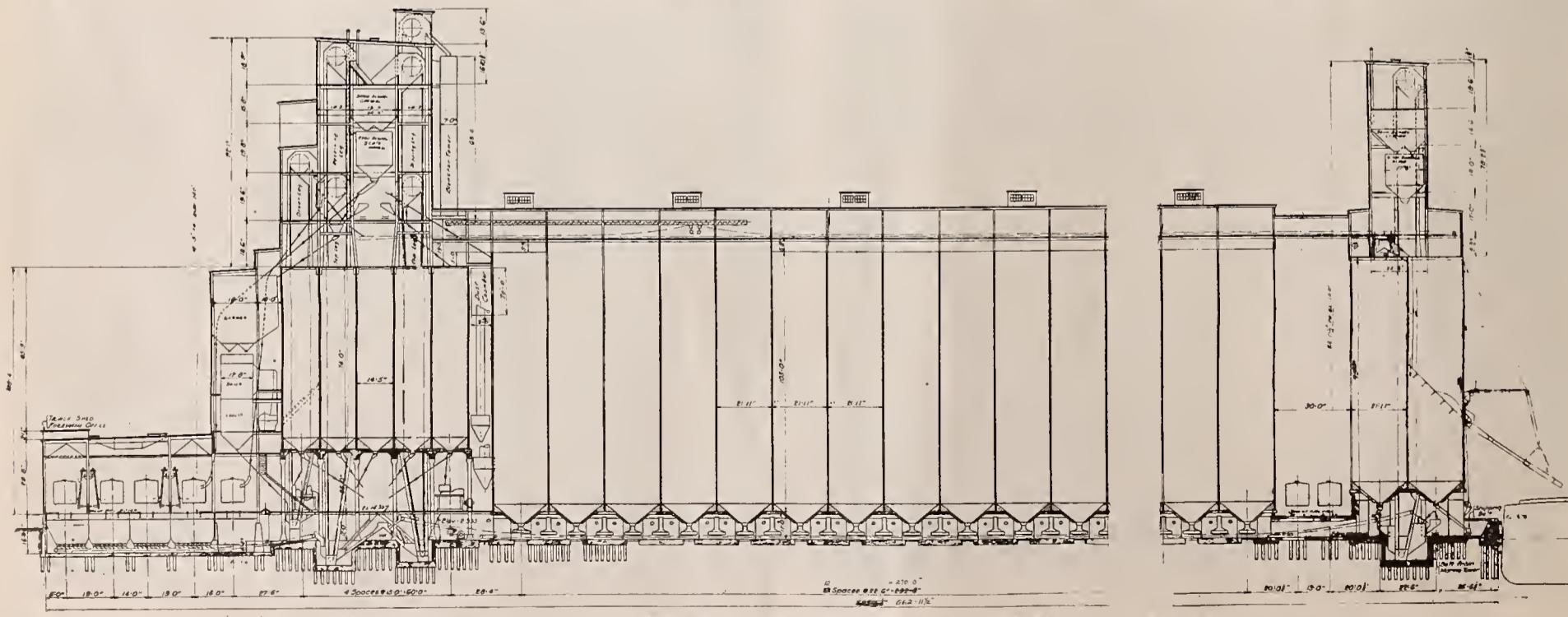
The Italian Government is doing all in its power to stimulate an increase in grain yield next year. Like other European countries Italian agriculture has been handicapped by labor shortage, and in addition the productive northern territory is now largely given over to military operations.

According to David F. Wilbur, our consul general at Genoa, a new lieutenant's decree, published October 13, 1917, establishes the premiums to be given for wheat, maize, oats, barley and rye of the harvest of 1918, which is requisitioned or ceded to the State in the provinces of southern Italy or of the islands.

For all the wheat, maize, oats, barley and rye of the harvest of the coming year in the provinces of Sicily, Sardinia, Calabria, Basilicata, Puglia, Campania, Molise and of the Abruzzi are granted, for every quintal (220.46 pounds) of produce, in addition to the price-established premiums of 9 lire for hard wheat, 7.50 lire for soft and semi-hard wheat, 5.50 lire for maize, 5.50 lire for oats, 6 lire for barley, and 6 lire for rye.

The premium is paid by the State, together with the price, to the owner of the produce that is ceded or requisitioned. The proprietor or agrarian undertaker who demands as rent payment in kind, of the produce mentioned, must restore to the cultivator and producer the premium obtained from the State on the amount of produce ceded or requisitioned. The direct cultivator or producer has the right to withhold, at the moment of liquidation of his accounts with the proprietor or agrarian contractor, a part of the produce equivalent to the premium due on the amount of produce constituting the payment in kind, and obligation in connection with it.

In cases of contracts for sharing, in whatever manner they are drawn up, the amount of premium due to each of the sharers will be in proportion to the amount of produce due each of them according to contract, and requisitioned or ceded to the State.

SECTIONAL ELEVATION SHOWING TRACK SHED, WORKING HOUSE, STORAGE HOUSE AND RIVER HOUSE  
Designed by John S. Metcalf Company, Chicago.

## A Grain Elevator Tour In War-Time

No. 1—The Burlington Elevator at St. Louis

BY JAMES F. HOBART

THE first lap of the tour of grain elevators which I have undertaken for the "American Grain Trade" is now completed and if it is an indication of what the remainder will bring forth, the trip certainly will not lack either interest or excitement.

I am now floating down the Mississippi River having a glorious time after the strenuous experiences in St. Louis. Moreover, the glorious time is being obtained at the steamboat company's expense, while the boat is stuck on sand bars and tied up during fogs. With three fine meals a day, an excellent room on board and my typewriter on the purser's table, I may well be contented.

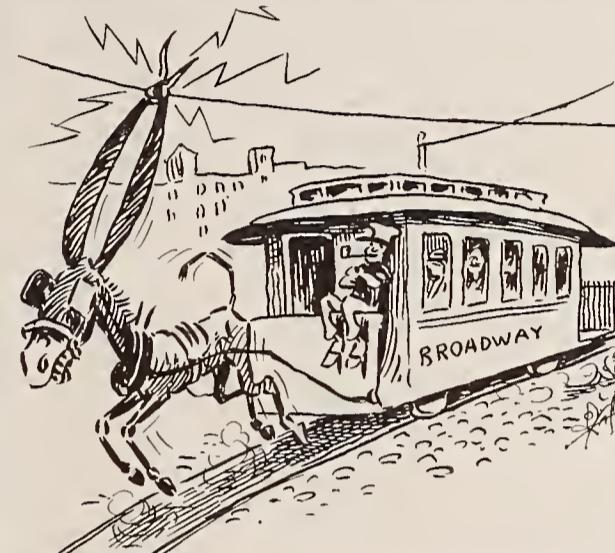
Now for what happened to me at St. Louis. On November 17 I set out from the Union Station to visit the Burlington Elevator, the largest in St. Louis, and I very soon found that "getting there" played a very large part in visiting elevators along the Mississippi River. The Burlington stands right on the very edge of the river bank and can load boats by direct chuting from a big horizontal belt conveyor—a 36-inch belt—which lies between the elevator proper and the river house from which all boat shipments are made.

To get to this elevator one must ride a mile on the Market Street trolley line, ride 5 miles more

another watchman, to a foreman, and finally into the office, where a very genial greeting from Superintendent Walter Bain proved ample recompense for the trouble of getting there.

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During a very interesting conversation—to me, at least—it speedily developed that Government regulation of the grain trade, which is now in

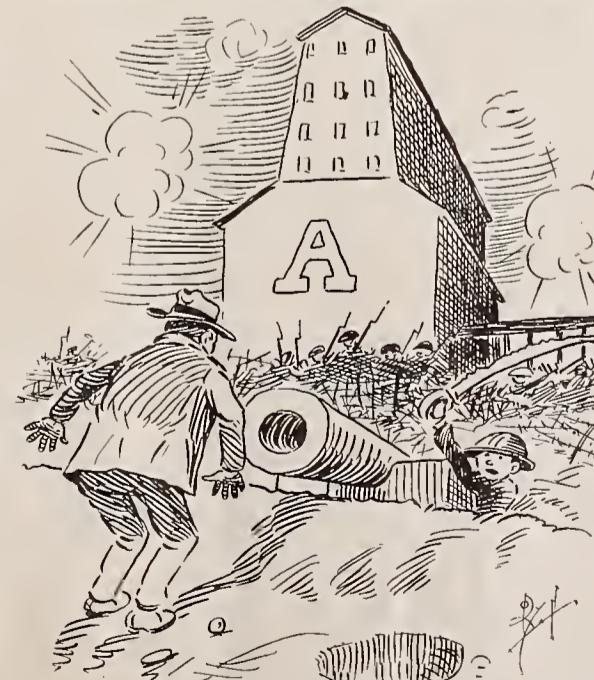


"GETTING THERE" VIA THE ST. LOUIS TRACTION SYSTEM

force, does not always work as smoothly or as well as might be hoped for, to say the least. Present requirements are that the elevators should not fill up with corn or oats, but should keep their capacity for wheat, and as the wheat did not come, the elevators—the terminal ones, at least—were standing empty, with no prospect of being filled at present, or for years if ever again.

"The future of the terminal elevator," I was told, "is very problematical at the present time. No one can tell how things will turn in the future. Should the war continue, no wheat can come to terminal elevators because it is all being sent by the Government direct to the mills. Should the war be over very shortly, it is very doubtful that much wheat will come to terminal elevators, for the reason that there will be a world-shortage of wheat for a number of years and wheat will be milled as fast as it can be sent from the farmer to the mill; therefore, there is not much in prospect for terminal elevators for some time to come, and by that time entirely different methods of handling grain may be in vogue so that the future status of terminal elevators does not look very promising to say the least.

"This elevator is loading out from 10 to 20 cars



THE FIRST LINE TRENCHES

"HAVING A GLORIOUS TIME ON THE MISSISSIPPI!"

on the Broadway line, then walk another mile to the river. It seems to be a "bred in the bone" proclivity of the St. Louis traction cars to run where they are of the least possible accommodation to the public. And all along the city water front, for miles and miles, not a street car line even approaches the river within a third of a mile, save one line, which does approach within a long quarter of a mile, and one other line which crosses the river on the McKinley Bridge.

All along the water front, from steamboat landings, ferries and from all levee business, everybody must walk, and mighty poor walking it is, in some places. The nearest street car line to the Burlington Elevator was one mile—and such a road! Words fail me!

Across the river bottom lands, evidence of what "Old Mississip" would do occasionally was to be seen in washed-out road beds, wrecks of row boats, and of houses, a quarter of a mile inland, built upon flat boats which in turn were placed upon high foundation blockings, all ready, apparently, for either a Noah, or a flood. And the floods they seemed mighty sure of once or twice each year.

Arrived at last at the big elevator, war-time became at once apparent in the armed guards lying in wait for me behind barbed wire fences and entanglements which surrounded the entire premises. Six armed men, with loaded guns, scattered around the outside of the elevator and two more inside, day and night, was the military aspect of the view, and one or two Government Inspectors completed the picture.

A locked gate and a loaded gun didn't seem to offer much chance for seeing the inside of the elevator, but a letter from the "American Grain Trade" worked magic and I was passed along to

a day," I was informed, "and it takes as long and costs as much to do that little 'bit' as it would to handle our full capacity of 60 to 75 cars a day. Why are we not doing more? Can we get the business? Sure we can get the business, but we can't get the grain! We have purchased many thousand carloads of soft corn from southeastern Missouri and that corn has been on the rails for a long time, but we can't get it delivered.

"Meanwhile, the corn is going bad. It heats and deteriorates and by the time we get it nobody knows how poor a condition it will be in. Yes, the railroads are doing all they can for us. We have a man all the time at their operating office, trying to get them to send some of that corn through to us.

"The railroads are just as anxious to deliver as we are to receive, but what can they do? They have no power, no locomotives to do anything with. The Government has taken every available engine for moving war material, the railroads have their tracks completely filled with loaded cars which cannot be sent forward because of lack of locomotives to do the work. So there you are. We have corn and can't get it. We have orders and can't use it. We have elevator capacity and can't use it. All we can do with the property is to hire men to watch it while we sit in idleness and pay our overhead expenses and ship out a very few carloads of grain daily at the cost of shipping five times as much!"

"This elevator occupies a very peculiar position," continued Mr. Bain, "as regards equipment. It is



"PREPAREDNESS" NEAR THE BURLINGTON ELEVATOR

always kept in the very best operative condition, but it is by no means a modern elevator. There is some very fine timber in the structure—lots of it which could not be duplicated today at any cost, and while our machines are not all modern, they are always kept in the highest state of efficiency and repair. Our president is very particular in that respect and nothing is permitted to go undone which would in any way increase the capacity and operative efficiency of the plant."

"Yes, we do have high water here sometimes. Thirty-two and a half feet will put the elevator out of business, and it often exceeds that figure by several feet.

"The engine has not been used for several years. We have dismantled it and would be willing to sell it, a fine engine in excellent working condition to anyone who requires a fine Corliss machine."

"We installed electric motors several years ago, using the Keokuk power. As you see, we have erected a very fine transformer house, entirely of steel and concrete, with not a thing in it to burn, save the door and the window sash and frames. There are three large power-current oil transformers and a separate one for the lighting system."

"Do you notice the manner in which the cut-out switch and the outside door are arranged? Sometime it may be necessary for a man to rush in here, throw that switch and get out in a hurry. It has never been necessary yet, but is liable to be at any instant, so we arranged the main switch squarely in front of the door, so that a man can jump in, throw the switch and if he chooses literally "fall out" of the door without having to pick his way in whatever might be happening in the transformer house."

"Danger and the Factory Inspection Laws? Oh, well, we have done the very best we can. There

you see, the word DANGER has been painted on the door very conspicuously, the door is at the top of a flight of steps so a man can't wander in here unless he comes on purpose; then, as you will see, the door is secured by a hasp and a padlock. The door is thus locked to all intents and purposes and a man cannot come in here unless he deliberately removes the lock."

"But the padlock itself is not closed. It is merely hooked into the hasp and staple. We do not like to lock the transformer house so as to delay men from getting in when a sudden cut-off of current may be necessary, hence the "unlocked locking" of the door which seems to meet all legal and engineering requirements of the matter."

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"That ladder resting against the outside of the transformer house? Oh, no, it is not used about the electrical end of the plant at all. You see, we have a pretty large bleaching and drying department. Can handle 700 to 800 bushels per hour and the steam coils in the driers sometimes spring a leak and we have to fix them in a hurry."

"Our men find that the handiest way of getting at the pipes is to enter through one of the windows in the upper part of the drier-house, then drop down right to the seat of the trouble. For that purpose they keep the ladder and as this is the handiest place, they keep it here at all times, with rope coiled and attached as shown, so that it can be used at a moment's notice without having to hunt up either a ladder or a rope, and without having to lose time in getting either ladder or rope ready for use."

\* \* \*

"We are putting in some larger motors—have replaced several and shall change others soon as conditions warrant—if they ever do. When this elevator was electrified, very close calculations were made as to the exact amount of power required for each machine or group of machines and motors were put in which were exactly large enough to handle the calculated or measured amounts of power, leaving to the capacity for overload the matter of furnishing any further power which might be required."

"We are running the elevator under those power conditions—with motors barely large enough for ordinary requirements and with nothing but 'overload' for emergency requirements, and it has kept us all pretty wide awake to do this. One or two motors are always running under some 'overload' and all of the motors have to be watched very closely indeed to keep down all possible friction of bearings."

"All the motors in this elevator, as you will notice, are placed at least 8 feet above the floor, upon brackets or other timbering, out of the reach of the highest floor ever known. The starting boxes are also placed as high as they can be operated, and if the flood comes too high we come in here in a boat and take the starting boxes down. But it takes 32½ feet of water to reach this floor, flood our 'sinks' and put us out of business, so we don't have to go beating after starting boxes very often!"

"But, as you may see, each motor is fitted with a pipe line—an air pipe line—by means of which all the oil may be removed from the bearings of each motor. This is done once a week when the motors are operated all the time, and after the old oil has been removed the bearings are well washed out with kerosene—coal-oil—and new lubricating oil put in, which is removed in turn after it has been run for the stated length of time."

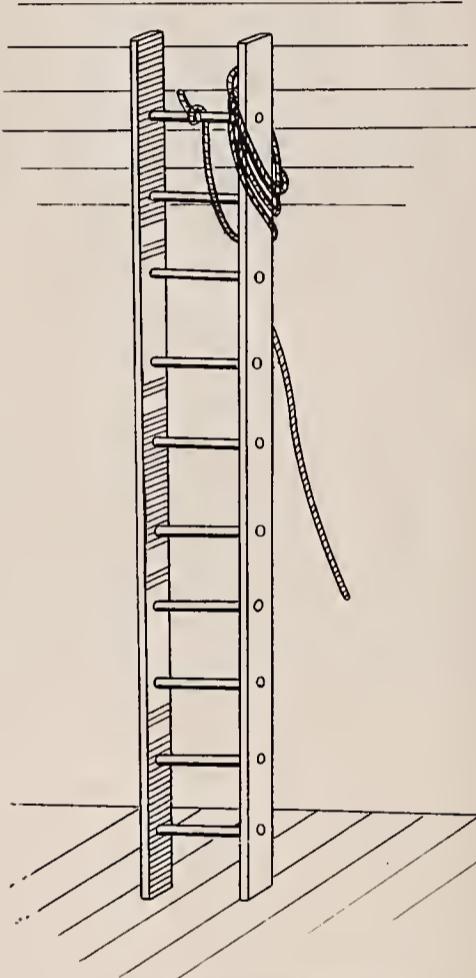
"In this way we get all the power possible out of each motor. The oil which is removed from the motors we filter a bit and then use it around the elevator for the machinery bearings, but always using fresh, clean oil in the motor-bearings. In this way we have managed to get along with some of the light motors, but we have replaced some with heavier ones and will do so with the remaining motors as soon as business conditions will warrant."

"How much larger did we make the motors? Well, we made sure this time that there would be plenty of power without calling upon the 'overload' which, while effective, is always expensive and takes too much from the life of a motor when used regu-

larly and constantly. So we virtually doubled up on power. A 75-horsepower motor recently removed was replaced by one of 150 horsepower, and so on through the list. When you buy a motor it does not cost but a very little more to buy one a little larger, and it does prove very satisfactory to have the motor large enough so it will run with plenty of power under any and all conditions and not require constant 'nursing' in order to keep that motor 'fit' and up to its work. And that policy with motors is what we shall follow in all future purchasing."

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"Yes, we have become pretty well accustomed to the 'Home Routing' car law, so that does not trouble us as much as it used to do when it was first sprung upon the trade, but we are bothered far more by another law, and one which I see no way of getting used to, no matter how long it remains in operation. That law? Well, it is the capacity loading rule which calls for the loading of each car to its full rated capacity before it is sent away. That law is



LADDER FOR DRIER HOUSE

all well and good when it can be followed, but there are times when we can't find a way to do so and then we must deliberately break the law in order to make shipment of an order. Deliberately break Uncle Sam's laws, or else do no business."

"How is that? Why, it is this way: Suppose we had an order to load out 100,000 pounds of grain, or bushels to weight that amount. Now, that would be easy were we able to get two cars with a capacity of 50,000 pounds each for the grain. But that is only once in a dozen times. We shuffle the cars on the tracks and do the very best we can, but it is not once in 10 times that we can follow to the letter the law of loading cars to capacity."

"Why, with 100,000 pounds of grain to load out and only 40,000 'cap' cars, what is to be done? There must one car go out loaded light or else the order must be left partly unfilled or over-filled. That is all there is to be said regarding the matter. If matters could be changed so as to authorize us to fill orders by the carload instead of to a certain number of pounds as now, then it would be possible to live up to the 'Cap car law,' which as things are now is at times an utter impossibility."

"It seems to me that it would not trouble buyers very much to so word their orders that we could have 'carload leeway' in filling said orders and thus make the 100,000 pound orders either 80,000, 90,000 or 110,000 pounds, accordingly as we could obtain cars. That would seemingly solve a problem which is now a very perplexing one in the grain trade."

"What's that? How does grain testing and sampling now compare with the way it was done several years ago? Well, it is an entirely different proposition. Then, it was just a matter of judgment. The man who made the test took out what he thought proper for moisture, another percentage for dirt, and as much more as he thought proper for foreign grains. Then he deducted another percentage if he thought proper to do so for whatever other foreign substance or for defective grain, accordingly as he found things in the sample tested."

"Now, everything is different. No judgment need be used now. It is all science. Everything is computed with exactness. So much for this thing, dirt or foreign substances and the sample of 100 grams of grain—corn in this instance—is pretty well taken apart and everything found in the sample is weighed separately and its percentage found and recorded with exactness."

"Then after all the proportionate tests have been made the several components are mixed together again and a very exact moisture test made. When it is considered that great care must be taken in collecting the samples and that a separate test and sometimes a duplicate test must be made from each carload of corn, then the magnitude of the task will be realized perhaps better than ever before. It takes a man nearly an hour to run a test through, and the testing of 75 carloads of corn a day is certainly some task which requires a number of men and considerable apparatus."

"And then after that the elevators get the worst end of the bargain. We have bought this corn from the farmers, or from somebody else, as it was brought to us. Now, we must test that corn and sell it strictly in accordance with the tests. That means that we frequently get the worst of the bargain and the farmer gets away with corn prices for a whole lot of trash, moisture and other percentage-lowering ingredients which the farmer has been paid for at corn prices and which we must lose the cost of."

"I tell you, sir, the whole business is wrong end too. Mr. Wiley started the matter wrong. He 'started to feed the horse from the rear' instead of from the head. We have to keep hammering at the farmers, trying to get them to grade and sell their grain according to the U. S. Government rules, and it surely is an up-hill road to travel! The farmers are foxy, all right, and they give us a 'ringer' each and every chance they get—and that is pretty often. If Mr. Wiley had only started with the farmers instead of with the elevators, then everybody would have been much better pleased and things also would have been much easier all around."

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On the river bank, close beside the Burlington elevator main building, and between it and the river-shipping house, stands an old-time building, constructed of native limestone and mortar made from burning a portion of the same limestone. This building is very ancient, both in appearance and reality. It is used for storage purposes by the elevator company, tools and implements being therein deposited. The structure was erected many years ago as one of the original powder mills of the Laflin & Rand Powder Company and the structure seems to be as strong and as durable as when first erected.

Upon the wall in the doorway of this ancient building are high water marks, some of them chiseled into the stones, others painted on, which show the heights to which Mississippi River freshets have reached their maximum heights for three-quarters of a century. The highest flood marked upon the old building bears the date 1844, and shows that the river at that time had carried its flood crest nearly to the top of the old doorway and to a height of 44 feet and some odd inches was there marked and recorded. None of the other high water marks approach that one by several feet—and it is to be hoped that no future flood marks will ever reach even the threshold of the ancient building.

CANADIAN banks have arranged to supply a credit of \$80,000,000 to finance the export wheat, holding the wheat as security until it reaches the seaboard.

December 15, 1917

381

## The New Grain and Hay Reporting Service

An Innovation in Federal Activities Which Will Soon Be in Full Swing—Four Divisions Now Reporting and Remaining Five Are Almost Ready for Work—What the Grain Man May Expect from the Service

BY WALDON FAWCETT

CLOSE to 4,000 grain dealers—"live wires" of the trade—are joining hands as volunteers, serving without pay, to build up what is designed to be the most complete, accurate and comprehensive grain and hay market reporting service ever inaugurated. We hear considerable, these days, regarding the "volunteers" who from motives of patriotism, are helping the Government to win the war. However, with all due recognition of the generosity of the grain men who have given their services free to the U. S. Food Administration and the Council of National Defense it may be said that they have slight advantage, if any, over the rank and file of the trade who are doing their bit in the big, new, nation-wide reportorial service that has in this, the closing month of the year, definitely "found its stride."

The particularly interesting and significant thing about this new information service on grain and hay, aside from the fact that its function is to enable the trade to keep closer tab on the commodities it handles, is that it may virtually be designated an enterprise within the trade. To be sure, the new service fits in as a cog in our national Governmental machine, being, technically a division of the Bureau of Markets of the U. S. Department of Agriculture. At the same time it is well within the bounds of truth to say that it is essentially a grain trade project because grain trade men are in charge at every post from top to bottom.

For Uncle Sam to lean thus heavily on a commercial structure is, be it known, something of an innovation. Usually when the Government establishes a new "annex," even if that annex is to deal exclusively and specifically with a commercial activity, it has been customary to load up the new organization with a full staff of Government specialists. Not that it is intended to cast any slur upon Federal experts but merely that a surfeit of "college professors" and theorists and economists do not, in all instances, command the attention and respect of a commercial clan as would an organization in which there was at least a sprinkling of practical men of first-hand trade experience.

Not only did Uncle Sam not commit this mistake in the case of the new Grain and Hay Market Reporting Service but he has, if anything, gone to the other extreme. Not only are the privates in the new reportorial army—the several thousand county and sectional reporters—everyday grain men, but almost all of the positions higher up have been filled with men freshly drafted from the marts where hay and grain are the chief commodities. This is the case not only at the headquarters of the new service at Washington, but at the 10 branch offices or divisional centers through which the new enterprise is conducted. Out of a total of more than 50 executives and investigational men only a very small proportion did not come to their new positions direct from places of responsibility in the commercial grain trade. Indeed, this manning of the new craft with representatives from the trade in every quarter of the country was done with malice aforethought and in a determination to obtain market information that would command itself to every buyer and seller of grain as authoritative.

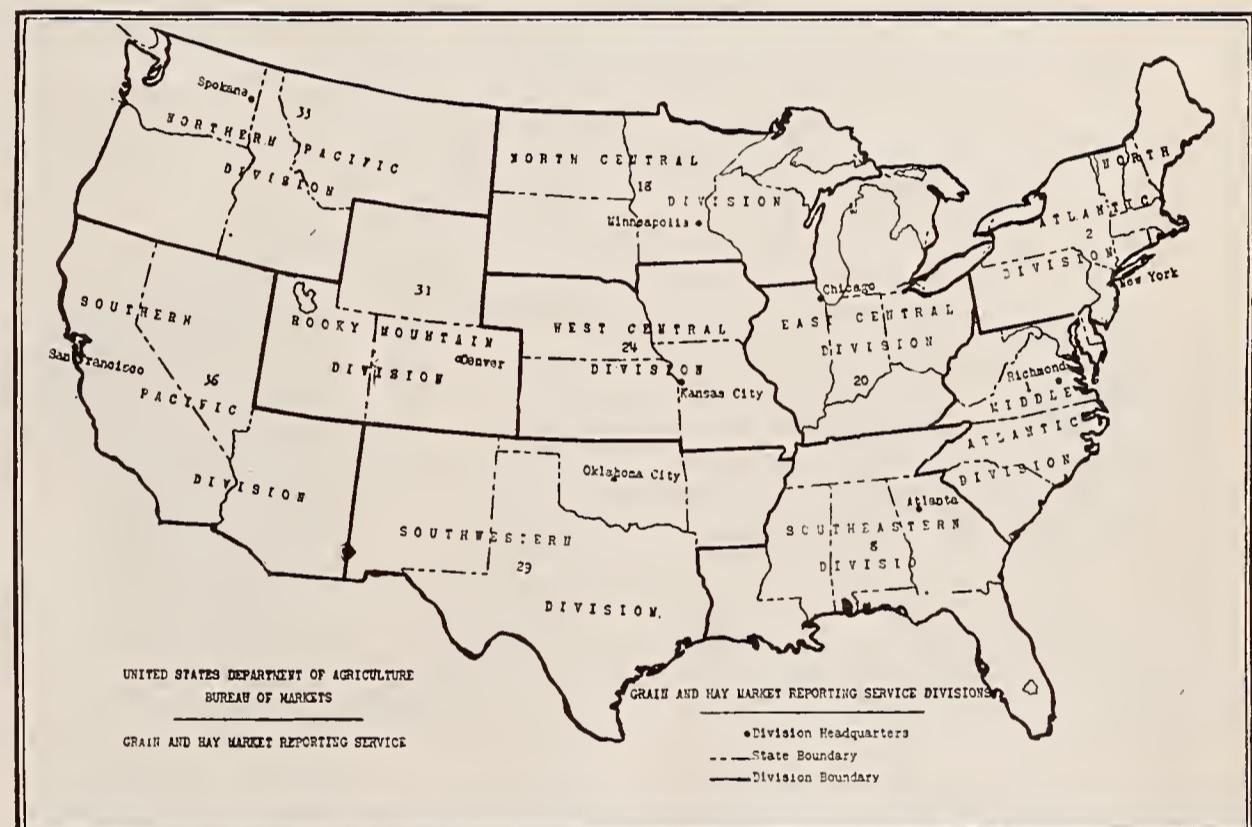
The grain men who have inaugurated this new departure in Governmental activities have given proof of their business training by the manner in which they have gotten the new project under way. It is not always that a new Federal proposition begins to move so promptly as did this one—though it may be whispered that perhaps the war-need for a dependable survey of grain resources somewhat speeded up the program in this instance. In any event, it was late in August ere Congress gave the authorization for the creation of this service and

here the closing month of the year finds every unit throughout the country rapidly falling in line with its share of the far-flung "intelligence service."

The new plan was first tried out in the North Atlantic and Middle Atlantic Divisions of the country where, for various reasons, it was deemed advisable to make a beginning. The organization having "found itself" in keeping tab on the grain markets along the Atlantic Seaboard is now opening shop in the strongholds of the grain trade. In the Southeastern Division which encompasses the increasingly important grain territory of Dixie the first report was issued from the headquarters at Atlanta on December 1. On December 15 the Southwestern Division swings into line with the initial report from Oklahoma City and early in January the first survey of the market in the West Central

While on the subject of the "high places" on the map of the new grain reporting system it may be just as well to reassure the trade to the effect that because a divisional "capital" has been established does not necessarily mean that other important grain centers in that territory will not have the benefit of points of direct contact with the new system. It is projected to supplement the divisional headquarters with sub-stations where executives of the Service will be stationed. Thus, in the North Atlantic Division it is a foregone conclusion that the main office in New York City will be supplemented by administrative offshoots at Boston, Buffalo, etc. In the East Central Division, Chicago will probably need feeders at Toledo, etc. The North Central Division will probably have to reinforce the Minneapolis office by one at Duluth and so it will be all through the country. Naturally however, time will be required to work out this scheme and put the new points on the map. In order also to make the reports that are to be issued as local in application as possible each state has been divided into several districts.

Only the grain men who have been in the thick of the thing can appreciate what a formidable task it has been to spread over the entire United States



Division will be forthcoming from Kansas City. Meanwhile offices have been opened in Chicago for the East Central Division and in Minneapolis for the North Central Division and by the latter part of January or the first of February bulletins will be started covering these important markets. On the Pacific Coast where there are two geographical divisions, the Northern Pacific and Southern Pacific, the offices are open, organizations are being whipped into shape and the "Business as Usual" sign will soon be hung out.

Meanwhile, with the new undertaking in its primary stages, an emergency has arisen that has given the Grain and Hay Reporting Service an opportunity to demonstrate at the outset its capacity to rise to emergencies. When the drought situation in Texas grew alarming toward the close of the year, Mr. K. B. Seeds, who is in general charge of the grain and hay market reporting institution, dropped his work in Washington and hurried to Fort Worth, Texas, where he took personal charge of the reportorial work necessary to arouse the Government and the trade to the menace that lay in the situation in the parched districts. It is probable that the outcome of this alarm will be that a new field headquarters of the Service will be permanently established at Fort Worth or possibly that the divisional headquarters may be transferred from Oklahoma City.

this new reportorial network designed to catch every item of market information bearing upon supplies and prices of hay and grain. To bring home to the casual reader the immensity of the task it is only necessary to point out the complexity of the organization. To begin at the bottom, so to speak, it may be said that the foundation of the reportorial organization is found in the county reporters—one for each county in the country, or some 3,000 in all.

When the Government set out to create its new force of Federal grain scouts it could, of course, have arranged matters simply and easily by merely drafting for this additional service the regular county agents and crop reporters already enrolled with the Department of Agriculture. However, such a makeshift would have defeated the purpose of the new plan which was to get hay and grain market reports that would be worth while. Uncle Sam wanted practical grain men for his aids and so the officials set out to recruit an entirely new force made up of men whose every day occupation puts them in a position to report accurately and intelligently with respect to grain trade conditions in their respective environments.

It has not been all smooth sailing, though, in mustering this unique "home guard" of the grain trade. It was not so much that grain dealers and buyers balked because no direct compensation was

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

to be allowed, as that many grain men are extremely busy just now and hesitated to take on new responsibilities. As a means of securing county reporters, the Bureau of Markets secured, from competent sources, recommendations of two men in each county who would be qualified to do the work. A letter was sent to the first name in each county appraising him of the need for such a service and soliciting his co-operation. If his response was unfavorable the same sort of suasion was used on the second eligible. If neither could be persuaded Uncle Sam had to send out a field man to secure a representative in that county. It is the necessity for such personal canvas of the situation in many counties that has increased tremendously the amount of organization work that has been put through in a limited time.

Re-inforcing the county corps which is made up principally of the small grain dealers who have, at their finger tips, knowledge of their own respective local markets but who, for the most part, operate within restricted territory, is a body of some 700 "sectional reporters" so-called. These sectional reporters are almost without exception the larger dealers in hay and grain whose vision of market conditions covers a wider area. "Sectional" as used in this connection is a very elastic term. Each grain man who is willing to work for Uncle Sam in the capacity of sectional reporter is allowed to choose his own territory. It may encompass several counties or it may encompass several States.

The captains of the grain industry have responded nobly to Uncle Sam's call for help in the capacity of sectional reporters although some explaining had to be done to bring them into line. Some of the large dealers hesitated to agree to put their names, twice each month, to reports that set down in cold figures the market status. If they could deal only in percentages they were willing to do their bit but they were reluctant to be pinned down to a numerical analysis. In most instances they have been won over, however, now that Uncle Sam's "missionaries" have explained that it is only "estimates" that are asked of each dealer; that he does not have to stake his reputation on the infallibility of his findings, down to the last bushel; and that under no circumstances will his name be used as the source of the information that is obtained from him.

The field men who have been ranging up and down the country organizing the new army of grain and hay market reporters will stay right on the job in a slightly different capacity, once the new organization is thoroughly "shaken down." These are the investigative men or "administrative assistants," and four, five or six of them are attached to each of the 10 divisional headquarters of the new service. When things are running along smoothly these investigational men will constantly swing around their respective circles, keeping in touch with the situation and keeping tab on the accuracy of the reports from the county agents by comparing the reports from each county reporter with statements obtained for "checking up" purposes from the grain dealers in the county who have not hooked up with the Government in its new work. When an unusual market condition develops in any quarter an investigational man will be hurried to the locality to investigate and, acting as a free-lance, will inquire into the causes and effects of the market disturbance quite apart from the work to the same end that may be performed by the county and sectional men in that region.

An appreciation on the part of all grain men of the very special character of the new Grain and Hay Market Reporting Service is desirable if they are to make use to the best advantage of the new facilities that are being placed before them. This new market news service deals only with marketing conditions and is distinct from the Government's production estimates covering hay and grain which will be handled as heretofore by the Bureau of Crop Estimates, a different branch of the Agricultural Department. Furthermore, the chief purpose of the new market service is to mirror the conditions in the field of what is known as local distribution. The new machinery will not concern itself with export movements of grain and it is intended

to keep away, to as great an extent as possible from reportorial work on terminal stocks. In short, the net object of Uncle Sam's latest move is to collect and disseminate information relative to dealers' stocks, the supply and demand and range of prices on grain and hay in the various sections of the country at biweekly intervals. The information will be comprehensive but the number of questions asked of each correspondent will probably not average above ten for each report. In the beginning, the reporting service is covering wheat, corn, oats and hay and this range of commodities will be expanded as opportunity permits.

The "dissemination" of this market news is an end of the proposition that comes even closer to the grain trade than the gathering of the information because every grain man can have the benefit of Uncle Sam's inquisitiveness as to trade conditions regardless of whether or not he has had a hand in rounding up the data. Twice each month there will go forth from each divisional headquarters in type-written form a report covering the situation in that group of three to nine states. These mimeographed reports will be mailed so as to reach all the grain dealers in that geographical division not later than Monday morning and will cover market conditions up to the close of business on the preceding Friday.

Any grain dealer may upon request have mailed to him regularly as issued not only the reports for his own division but for any other divisions, that is any other markets, in which he may be interested and the fact that hundreds of grain men have already written to Washington asking that they be furnished with the reports for all 10 divisions indicates how broad is the interest of many in grain movements and price fluctuations. As the plan works out arrangements will probably be made to issue from Washington once a month a periodical embodying a digest of the grain market reports from all parts of the country, somewhat on the plan followed in the case of the *Monthly Crop Reporter*. However, this monthly summary will be chiefly of interest to economists, etc., and will not have for wide-awake grain men the practical value of the mimeographed reports that are served while the news is hot.

As soon as arrangements can be perfected there will be added another feature of the new service that it is hoped may prove the most valuable of all to many interests in the grain trade,—namely a telegraphic service. Any grain man who sees fit to assume responsibility for payment of the telegraph tolls can have wired to him as soon as compiled the information or any portion of the information collected at bi-monthly intervals in his own division of the country or in any other divisions where he may be interested in market status. The grain man may call for complete or "pony" telegraphic service on a specified date of issue or he may leave a standing order that he is to be regularly furnished by wire with such advance information on each successive fortnightly report. Telegraphic advices on the market under this plan will probably reach the grain man early on Saturday morning, covering the situation, as has been pointed out, up to the close of business on the preceding day.

In order to give the grain man a lead on what he can expect from Uncle Sam's new free information service it may be added that, for the present, information is to cover: first, estimates of stocks of wheat, corn, oats, and hay in dealers' hands in each district; second, estimates of the amount of each of these commodities which will be shipped from stations in each district during the two weeks following the date of the report; third, estimates of the amount of these commodities which will be shipped to stations in each district during the two weeks following the date of the report; fourth, the range of prices at which certain grades of these commodities are being offered for sale for shipment in carload lots at stations in each district on a given date; fifth, the range of prices at which similar grades can be purchased for shipment to these stations on the same date; and sixth, the lowest price at which certain grades of these commodities are being offered for sale in carload lots for prompt shipment from a number of the large markets from which this division customarily draws

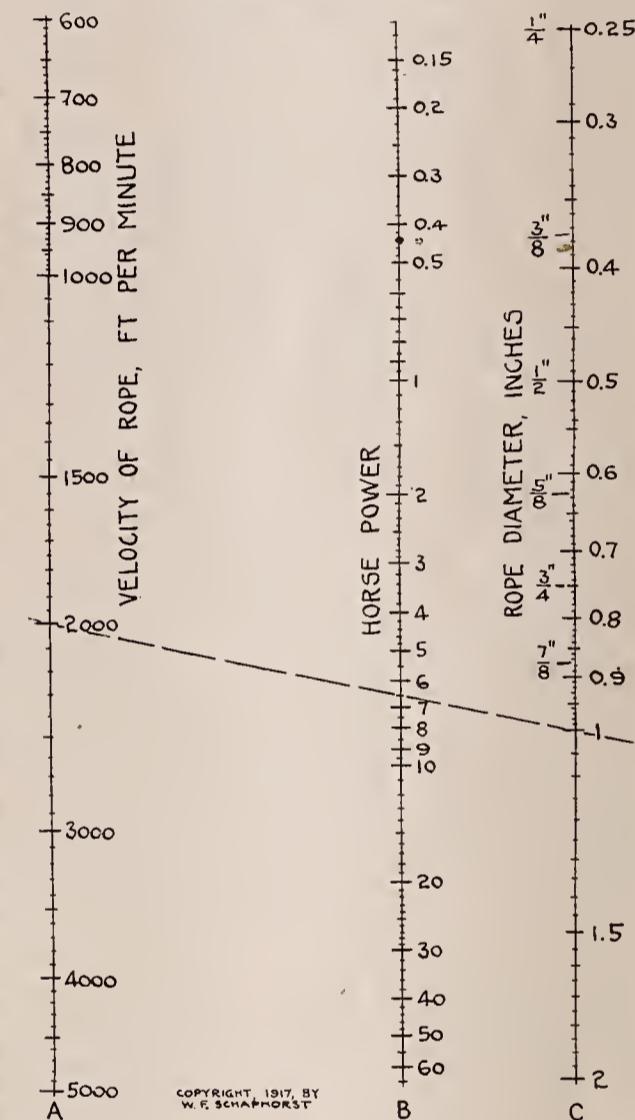
its supplies. Estimates of stocks and probable shipments are being given in two ways, in actual amounts expressed in bushels or tons and in percentages of the normal conditions usually prevailing in the territory at that season of the year. Estimates of shipments are to include all carload movements even though in some cases they are between points in the same county or district. In compiling the range of prices in its reports the Government will show the highest and lowest secured from all correspondents in the district involved.

## POWER TRANSMITTED BY ROPE

BY W. F. SCHAPHORST.\*

Here is a chart that will be found handy for computing rope drives—the horsepower that a single rope of any ordinary diameter and any ordinary speed will transmit.

Simply lay a straightedge across, as indicated



by means of the dotted line, and the answer is instantly found in column B.

For example, what power may be transmitted by a rope whose speed is 2,000 feet per minute and whose diameter is 1 inch?

Connect the 2,000 (column A) and the 1 in column C and the intersection with column B shows the answer as 6.5-horsepower.

Now, if it is desired to transmit 100 horsepower from an engine shaft to a main shaft, it is a simple matter to compute the number of ropes required in the drive. Just divide the total horsepower by the horsepower per rope, or,  $100 \div 6.5 = 15.4$  ropes. Inasmuch as a fractional part of a rope is impossible in continuous or American rope drive systems, and in order to keep on the side of safety, we will naturally use 16 ropes.

The chart is applicable to either Manila or cotton rope although Manila rope is generally stronger and more desirable in every way save, perhaps, in pliability. The cotton rope is more pliable and therefore more suitable for small-pulley drives. Although Manila rope is from 40 to 60 per cent stronger in ultimate strength than cotton the same working stress is usually imposed on each. That

December 15, 1917

383

is, in practice it is figured that 250 pounds per square inch is a proper working load for either cotton or Manila.

Ropes for power transmission are made with a varying number of strands—three, four, and in larger sizes six. But the number of strands has little influence on strength and therefore this chart is applicable to a rope of any standard number of strands.

The range of the chart, it will be noted, is wide enough to care for any ordinary drive. The speed range runs from 600 to 5,000 feet per minute and the diameter of rope from  $\frac{1}{4}$  inch to 2 inches. The horsepower includes everything between 0.15 and 60 horsepower per single rope.

Rope drives have many advantages over belt and electric drives. A rope can be made to travel in almost any direction because of its form. The flat and wide belt is more difficult to "line up," and at the same time uses more space. A few ropes from a rope drive sheave can be carried to the upper floor, others to the next floor below, and so on. Such a transmission system is bound to be efficient.

As for efficiency of rope drives, that varies with the number of ropes and with the kind of drive. The efficiency of the American system varies from as low as 60 per cent to as high as 94 per cent. The English system is not so efficient, varying from 56 to 86 per cent. Generally, the greater the number of ropes the more efficient the drive, whether American or English.

Belt drives average higher in efficiency than do rope drives but they likewise cost more. It is often the first cost that determines the kind of installation.

Everything, to be sure, should be considered before deciding on any drive definitely—first cost, durability, efficiency, upkeep, capacity, convenience, etc. Sometimes the rope drive will prove itself the best investment, sometimes the belt drive, and sometimes the electric drive.

## ARBITRATION DECISIONS

The Arbitration Committees of the National Association have been busy, although the questions at issue were not born of new conditions. They revived the case of the Crescent Mill & Elevator Company of Denver, vs. the Flanley Grain Company of Sioux City. The dispute involved the sale and shipment of three 80-capacity cars of No. 3 white oats at 53½ cents.

The defendant shipped on this contract one 60-capacity car containing 44,730 pounds, one 60-capacity car containing 44,160 pounds and one 50-capacity car containing 38,530 pounds. They refused to ship more, claiming it was the practice in all market to adjust underfills or overfills on basis of 2,000 bushels per car.

The Arbitration Committee decided as follows:

"The committee feels that the defendant did not comply with his contract to ship three 80-capacity cars of oats by shipping one 50-capacity and two 60-capacity cars, and that he owes the plaintiff the difference between the minimum of 72,000 pounds per car and the amount he actually shipped. The price at which these oats could have been bought in on April 20, the date the defendant advised he could ship no more oats on the contract, was 70 cents per bushel, making a difference between the contract price and the value of oats on April 20, 16½ cents per bushel and the amount of the oats still due on this contract 2,143 bushels and 4 pounds.

"The committee finds for the plaintiff in the sum of \$353.62 and assesses the cost of this arbitration against the defendant."

\* \* \*

The second case was a dispute between Wallingford Bros., of Wichita, and the Abilene Flour Mills Company of Abilene, defendant. The plaintiff sold two cars No. 2 dark hard wheat, 5 days shipment. One car was shipped within contract time. Three days after expiration of time they called defendant, stating they were unable to get dark hard wheat, but that they had 1,000 bushels which they were

letting come on the contract. Five days later defendant advised plaintiff that they would accept no more wheat on contract, therefore the plaintiff sold the 1,000 bushels at \$2.60 and billed defendant for 32 cents per bushel, or \$320, the amount in dispute.

The committee ruled: "There is no evidence in these papers to show that the plaintiff actually shipped to the defendant a car of wheat on June 18, and no invoice seems to have been made for this car of wheat as required by Rule 16 of the Grain Dealers National Association Trade Rules.

"Therefore, the committee finds for the defendant and directs the plaintiff to pay costs of arbitration."

\* \* \*

The third case which Arbitration Committee No. 1 settled was in the case of the Marshall Hall Grain Company, St. Louis, plaintiff, against W. F. Richardson, Jr., & Co. of Richmond, in which they asked for an award of \$110, the alleged loss on a carload of oats bought on sample, but which the defendant refused on the ground that it was not up to sample. It was thereupon sold at auction at the instance of plaintiff and the above loss sustained.

The defendant offered to submit samples on which the car was bought and from the car itself to a disinterested committee, but the sale of the car by plaintiff prevented this being done. The Trade Rule No. 10, covers this case, as the defendant suggested, and as the plaintiff did not follow this rule the claim was denied and the cost of arbitration was assessed against the plaintiff.

\* \* \*

In the case of the McCaull-Dinsmore Company of Minneapolis vs. The Taylor & Bourne Company of Milwaukee, the arbitration committee found for the former, plaintiff, in a case involving the loss on a car of corn which they sold to defendant. The contract called for No. 3 yellow corn at \$2.01. A clause of the contract read as follows: "Any grain purchased (unless otherwise specified) to be taken at market difference day of arrival."

The car of corn shipped on this contract graded: "Sample grade mixed corn," and defendant refused to accept it at market difference in spite of the contract. It was subsequently sold at a loss, including car service and commission, of \$230.70, and the defendant was assessed this amount together with the cost of arbitration.

## OUR VISITORS



PEORIA'S chief boast is that her sons always make good. Consequently that city was complacently proud but in no way surprised to learn that Grant Miles of the grain firm of P. B. & C. C. Miles had been given a commission as captain in the Second Officers Training Camp at Fort Sheridan, Ill. Another Peorian has come to the front in the face of the strongest kind of competition.

It is a striking demonstration to the trade at large, of Grant—or rather Captain—Miles' versatility. He can readily adapt himself to the task at hand. A graduate engineer—one well-qualified to win success in his profession—he entered the grain business and held down his responsible job in a thoroughly capable manner. And when he turned his attention to soldiering it was inevitable that he should succeed in that, as he had in the others.

Captain Miles, the grain trade salutes you!

FOORTY years young is William K. Miller—and of that time 24 years have been spent in the grain cleaning machinery business. It is quite unnecessary to say that he knows this business pretty well. He ought to for he worked in pretty nearly every branch of it. There is plenty of material for a first-class juvenile novel in his career, for he has risen like one of Horatio Alger's heroes, except that it was only his own hard work and close application that has brought success—whereas Horatio's brave boys, if we remember rightly, generally fell heir to the fortune of the lonely old gentlemen whom they befriended. Anyhow, the erstwhile apprentice of the Eureka works now finds himself—since November 15 last—an officer of the same firm—The S. Howes Company, Silver Creek, N. Y.—his official title being Secretary and Sales Manager. Moreover, he's still young, as we intimated and his career, he claims, is just started.

# THE AMERICAN ELEVATOR AND GRAIN TRADE

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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

## CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, ILL., DECEMBER 15, 1917

## UP TO THE ROADS

"**S**IXTY days!" Not jail, but the time allowed for the railroads to show that they can improve the service without Federal interference. If they fail then the Government will step in and operate the roads itself. But that 60 days is a real workhouse sentence for the roads, for they have a big job before them. Aside from clearing the freight congestion, devising a system by which coal, munitions and troop trains can move uninterruptedly, and handling about 200 per cent of normal traffic, the railroads have nothing to do in that 60 days. ¶ But they will have help. According to the plan most generally favored all restrictions will be lifted except that of making private contracts with concerns in which the road officials are interested. The Government wants them to make good, for it has a little matter of its own to attend to and needs no more burdens to keep it busy. It will probably even lend the roads money to improve their equipment, for it is a fact that railroad paper is lower than it has been for years and the necessary loans cannot be negotiated through the ordinary channels. ¶ In England the terms under which the railways were taken over for the period of the war includes a Government guarantee that the net revenue be the same as in 1913, except when the net receipts for the first half of 1914 were less than the first half of 1913, in which case the sum payable was to be reduced in the same proportion. The entire Government traffic—men and freight—was to be carried without any direct charge or any accounts rendered. This scheme was considered satisfactory by both the Government and the

railroads. In addition the Government guaranteed 4 per cent on all new capital invested. The interests of shareholders and investors were assured and the plan has worked admirably. ¶ If our Government should find it necessary to take control, some similar plan will probably be used so far as conditions in this country will warrant. The days of Government ownership are still far distant, but it is up to the roads to show within 60 days that Federal control, at least, is not necessary.

## A NEW SERIES

**W**AR time is not the most propitious period to visit grain elevators; strangers have no fatted calves killed for them, in fact unless care is exercised the visitor is apt to fill the role of sacrificial veal himself at the hands of an alert guard. But now under new conditions of administration and new elements of danger, the grain elevators of the country have a peculiar interest. ¶ Under the title of "A Grain Elevator Tour in War Time," James F. Hobart, the well known engineer and builder, begins in this issue, a description of his visits to many of the large plants in the Mississippi Valley, made in the interest of this journal. The articles will deal with special features found in each plant with regard to safeguards for the plant and contents, rail and water handling facilities, and economies in operation with technical details illustrated from time to time. ¶ Mr. Hobart's skill as a writer is no less than as an engineer, so we feel confident in the pleasure as well as profit that these articles will produce.

## A CO-OPERATIVE COMMITTEE

**T**HE committee appointed by President Eikenberry of the National Association to co-operate with the Food Administration will perform a distinct service if it serves only as a medium for transmitting new regulations and their interpretation to the trade without delay. This committee consists of the chairman of five subcommittees representing each element of the grain trade: Distributing interests of large interior markets; distributing interests of smaller markets; grain commission men; terminal elevator and storage interests; and country elevator interests. Each of these subcommittees is in immediate touch with its entire division and changes in rules or new orders could be transmitted rapidly and accurately through them to the trade. This is particularly needed for the country elevators which have not been advised promptly nor clearly in regard to what is required of them. ¶ It is in no spirit of criticism that this suggestion is made, for the volume of work with which the Food Administration has had to contend is fully appreciated, but it shows the value of this co-operative committee and just one of its many possible avenues of helpful activity. That there are a great many ways in which the committee can be useful, the trade is fully aware. It is no less important that the machinery of grain distribution should not be disrupted, as that the railroad organization should remain intact, even if the Government should

find it necessary to take over its administration. For the complete co-ordination of the country's grain movement the trade recognizes the essential nature of the Food Administration, but it also recognized that this control should be applied with as little disturbance of former practice as possible, not only because an efficient organization is at hand ready for service now, but also because, when the war is over, that organization will be needed in its entirety as never before. To advise with the Government as to how this can be accomplished will be, perhaps, the most important function of the new committee.

## FINAL CROP REPORT

**W**ITH a total of 5,665,000,000 bushels and farm value of \$21,000,000,000, the grain crops of the United States register the answer of our farmers to the world's appeal for food. The total yield is 25,000,000 bushels short of the preliminary estimate, but is 20.4 per cent greater than the yield last year, while new records are hung up for corn and oats yield. The wheat yield is a disappointment for winter wheat is 62,000,000 bushels less than last year and spring wheat is only 76,000,000 bushels above the short crop of 1916. The surplus, with the carry-over from last year is only 139,000,000. ¶ The Government figures give the output of corn as 3,159,494,000 bushels, as against 2,566,927,000 bushels last year; winter wheat 418,070,000 bushels compared with 480,553,000 bushels in 1916; spring wheat 232,758,000 as against 155,765,000 bushels last year; all wheat 650,828,000 compared with 636,318,000 in 1916; oats 1,587,286,000 as against 1,251,837,000 bushels last year; barley 208,975,000 as against 182,309,000 bushels; rye 60,145,000 as against 48,862,000 bushels; tame hay 79,528,000 as against 91,192,000 tons; wild hay 15,402,000 compared with 19,800,000 tons last year.

## GRAIN MOVEMENT AND FEEDING

**C**OARSE grains are embargoed east of Chicago and north of the Ohio River, and Eastern roads are commanded to give up 10,000 cars for carrying Western grain to the terminals. These cars will be used in a shuttle movement in the West and the trade should find considerable relief from the order, except in the terminals where there are great quantities of coarse grains sold for Eastern delivery, some of it purchased by the Government, and on which the terminal operators have already paid storage charges in excess of their profits. ¶ In this order soft corn is given preference but other grains will be treated alike. Milling demand for wheat continues good and the market for the soft corn has broadened so materially by its use in the manufacture of alcohol that the heavy discounts of the first movement have entirely disappeared and will only be renewed if the receipts reach such proportions that they cannot be absorbed. Even with 30 per cent or more of moisture corn found purchasers in Chicago at \$1.25 on December 6 as against 50 cents for the same grade two weeks earlier. ¶ It is quite certain, however, that the distillers cannot use all the low grade corn in

sight. Great quantities will have to be fed and the farm is the best place for it, unshelled. Its feed value is too high to take a chance on a glutted market. In this connection the chances for increasing pork and beef production are being emphasized by the Government. Many farmers are, for the first time, buying young pigs and lean steers and fattening them for market at a good profit. The Food Administration has no authority to fix the price for meat, but it has declared its policy of not letting the price of hogs fall below \$15.50 which, with soft corn to feed, insures a good profit to the feeder. A more general movement toward this program would be of benefit, for soft corn is, at best, a gambling proposition to handle and more often entails losses than gains.

#### CHEAP AT THE PRICE

PERHAPS it is too much to expect that the Food Administration Grain Corporation should be past the stage of creaks and groans which usually attend the starting up of new and complicated machinery. With inflexible grades on the one hand and fixed prices on the other there were bound to be many points of friction. The officers of the corporation were men of widest experience and judgment, but they were faced with conditions that had never arisen before. While only our great wheat crop is under their jurisdiction, they have had practically the supervising direction of the grain crops of the world. That these on the whole will be disposed of with the maximum of efficiency few grain dealers are disposed to doubt. ¶ It is not the great issues that are criticised, few of us with the limited knowledge at our disposal would have the temerity to even try to grasp the immense task; it is the little things that engage our attention and which we are apt to magnify out of all proportion to their value. Exact information about the regulations was at first hard to obtain; prices are fixed in various markets on a slightly different basis; some territories were placed in unaccustomed zones; rate points were unequal; these and other minor frictional spots have given more trouble than all else. They are gradually being lubricated and cleaned up, and the domestic trade will be running smoothly before another crop is harvested. ¶ There is no denying the fact that the grain trade has suffered much by the exigencies of war. It is natural that dealers compare their lot with the millers who, for the most part, are working overtime and making money. But this comparison is not fair as milling is primarily a manufacturing process while the grain business is a trading proposition which had been built up on the law of supply and demand. When that law was suspended by the disruption of normal factors of transportation and distribution the foundation of the trade was gone and the drastic measures of the Food Administration had to take its place. Many legitimate functions of the trade have been taken over and the business of not a few traders is practically killed. But so have been many American and Allied soldiers; so has been the safety of travelers at sea; so has been international law and human rights, and the very ideals of democracy are threatened with extinction. The grain trade is paying a heavy price now, but no

heavier than many if not all industries will eventually pay, and at that the price is cheap for the great prize of liberty, democracy and victory.

#### GRAIN EXPORTS

SUBMARINES, short wheat crop last year, terminal congestion, and lack of merchant marine all contributed toward the falling off of 48,865,375 bushels of grain transported during the first nine months of this year as compared with the same period in 1916. The exports of the five leading grains aggregated 219,104,592 bushels during the nine months, not including the meal and flour products. Wheat exports, including flour as wheat, were 131,436,178 bushels. ¶ According to a recently published statement of Herbert Hoover, our surplus of 139,000,000 bushels from this crop has already been exported; further exports will have to come from the wheat we save out of our ordinary requirements. Wheatless days are producing results to this end, but more care and closer conservation are needed if we do all that is expected of us. Every English Tommy or French Poilu that is kept well fed and fit by our wheat, means one less boy that we shall have to send to the trenches. ¶ In September the losses of wheat by submarines, of that shipped to England, was 3.3 per cent. In October the losses were 1.07 per cent and since that time the records have improved still more through the institution of the admiralty convoy system. ¶ All Europe is crying for wheat, so one of our greatest aids to our Allies is in saving. Only that can help, together with the imports on the Pacific Coast which releases grain at our Atlantic ports.

#### CHIEF BRAND AND THE TRADE

OUR preconceived ideas of bureaucratic inefficiency and love of theoretic experiment gets a jolt every time Charles J. Brand, chief of the Bureau of Markets, confers with the trade. At the present time the Bureau is having hearings in all parts of the country on the grain standards and the rules and regulations which govern them. ¶ On the whole the grain standards have worked better than the most enthusiastic of us expected. This is due to the fact that the standards were promulgated on carefully assorted and exact data, while the objections raised by the trade were largely based on theory or prejudice. Some minor imperfections have appeared in the grades and it is to correct these that the hearings are taking place. The particular subjects under discussion will be found on another page; this paragraph concerns only the manner in which the Bureau of Markets works with and for the grain trade. ¶ Mr. Brand does not impress one as being a particularly patient man, he is the type who gets things done with the least possible lost motion, and yet he listens carefully to long winded and irrelevant oratory at these hearings lest any pertinent fact be missed, he puts up with repetitions and footless arguments which delay and do not help the gathering of facts. It is all a part of his manifest desire to reach a perfect understanding with the trade, to judge every detail with justice, to play no favorites and to harmonize the

facts of grain science with the business methods of the trade. ¶ There are many unreasonably conservative men in the grain business as there are in all well-established trades, but the worst of them cannot but agree that in putting into execution the Grain Standards Act, the Bureau of Markets has been guided throughout its course with justice and reason.

## EDITORIAL MENTION

Merry Christmas to you.

Clean your grain and save the freight.

If we can't have peace let us resolve to make the Kaiser sorrier for it than we are.

Peace with victory and the old order of business is our New Year's wish for the trade.

Much of the soft corn this year will be used in the production of glucose and cellulose, the demand for both being very great.

Loss of \$100,000,000 per year by rats and \$10,000,000 per year by weevil gives the grain dealer something to think about besides satisfying the farmer on his dockage.

Lake boats carried 11,154,508 tons of freight through the locks at Sault Ste. Marie during November. Wheat shipments were 37,992,913 bushels and flour 1,293,410 barrels.

A rice grower in Texas sold \$16,000 worth of rice from 90 acres this fall. If that were wheat this yield would have to be 88 bushels per acre. Sounds like a nice business, rice growing.

Payment for hay and oats sold to the Army is guaranteed by General Crozier within 24 hours after unloading. But in the future hay acceptances will be only for the amount ordered without overage or underage.

In northwestern Montana the farmers' elevators have organized an auditing association. An auditing bureau might be added to the state grain association with profit, operated along the line of the scale testing bureau.

The Treasury Department at Washington has ruled, in regard to the 3 per cent freight tax, that:

The term transportation shall include cars and other vehicles and all instrumentalities and facilities of shipment or carriage, irrespective of ownership or of any contract express or implied, for the use thereof and all services in connection with the receipt, delivery, elevation, and transfer in transit, ventilation, refrigeration or icing, storage and handling of property transported.

In accordance with this ruling the Northwestern road has given notice that it will assess the war tax on such charges as demurrage, track storage, unloading and weighing. Probably other roads will be required to follow suit, so make allowances for the charge now.

H. C. GAMAGE  
Kansas City.M. M. DAY  
Chicago.

## NEWS OF THE TERMINAL MARKETS

### HIGHER WEIGHING FEES AT ST. LOUIS

The Missouri State Weighing Department, on December 1 increased the in-weighing fee per car at St. Louis from 40 to 50 cents, thus making the fee uniform in all the public elevators in the state.

### INCREASED FEES

The Minnesota Railroad and Warehouse Commission recently announced that effective December 1, the inspection and weighing fees for the handling of grain in car loads and cargoes would be increased from 75 cents to \$1 per car, or 1,000 bushels on all grain excepting corn and flax seed.

### NEED NOT TAKE OUT LICENSE

According to a ruling by Robert A. Taft, counsel of the United States Food Administration, any person whose transactions in grain are made only in the pit of the exchange need not take out a license, whether deliveries are made on such contract or not. However, one who sells grain outside the pit which was bought in the pit must take out a license.

### SELLER PAYS THE TAX

At a special session of the Baltimore Chamber of Commerce November 28 a rule was adopted as in other exchanges, that "on all grain or other commodities bought on Baltimore rate or delivery basis, the war revenue tax on freight transportation shall be paid by the seller. Any departure from the foregoing shall be considered a violation of our rules."

### WAR TAX ON EXCHANGE TRANSACTIONS

The war stamp tax of 2 per cent per \$100 valuation on all transactions on grain exchanges became effective December 1. Besides transfers the tax is collected on the indemnity where trades originate on an indemnity or privilege. As to the 3 per cent tax on bills of lading, also now in effect, on sales of grain for shipment to the East in a specified time, the tax amounts to about  $\frac{1}{8}$  of one cent per bushel.

### LOOK FOR FIRM UNDERTONE

Ware & Leland of Chicago have the following to say of oats in letter of this week: "Further interference with the movement from the country was anticipated owing to the cold weather and snows, but country offerings were said to be increasing. The supply does not appear to be adequate to the demand, and until the movement from the country takes on larger proportions prices are likely to show a firm undertone on the declines."

### MORE CARE IN DRAWING SAMPLES

J. F. Zahm & Co. of Toledo, Ohio, in *Red Letter* of recent date call attention to one of the reasons why grain does not inspect uniformly in different markets although of the same grade. They say:

"Uniform rules of inspection are now in effect, but are really not uniform if inspectors do not use the same methods in drawing samples.

"It should be required of each licensed inspector, in drawing samples from cars, that he make at least six probes. The fact that one inspector 'full of pep' will make six or seven probes, and another inspector that has a 'lame back' makes one or two, may be the reason why a certain car of wheat will

grade No. 2 Red in one market, and No. 3 or No. 4 Red in another.

"The sample from the six or seven probes may show the proper moisture content, dirt, etc., while the one or two probe sample, does not. In our opinion grading depends largely on the drawing of the sample."

### JOHN R. MAUFF

The directors of the Chicago Board of Trade at their regular meeting December 4 appointed John R. Mauff secretary of the Board to succeed the late J. C. F. Merrill. Mr. Mauff is first vice-president of the Board of Trade and will continue to hold that office until the expiration of his term in January. He has served the Board in an official capac-

Adolphus Busch's great brewing concern at St. Louis, Mo. Later he became connected with the National Consumers League with headquarters in New York City and was instrumental in having incorporated into the Pure Food Law, as representing the barley growers of Minnesota and Wisconsin, a clause providing that all ingredients or none should be truthfully labeled on brewery products and given equal prominence.

Returning to Chicago Mr. Mauff entered the general grain business as barley expert, in which line he has continued. His membership in the Board of Trade dates from December 10, 1896. Mr. Mauff resides at Evanston where his family consists of his wife whose maiden name was Georgia Estelle Dyer, and their two children, Catherine Estelle, aged eleven, and John Reginald, Jr., aged four years.

### CHANGES IN MEMBERSHIP

*Baltimore*.—New members in the Chamber of Commerce are: Franz A. Stude, Howard E. Zieffle and Jas. W. Barker. The memberships of the following have been transferred: Jos. Gottschalk, W. Julian deBullet and Louis Helldorfer. Reported by Secretary Jas. B. Hessong.

*Chicago*.—The following were recently admitted to membership on the Board of Trade: Geo. H. Phillips, Scott F. Evans and Burton F. Hales. The memberships of the Estate of Geo. H. Phillips, Sr., Estate of A. G. Wheeler and Franz A. Stude have been transferred. Reported by Acting Secretary W. M. Blowney.

*Milwaukee*.—Edwin L. Rosenberg, R. E. Knowlton, G. E. Kopplekamm and Lowell S. Hoit have been elected to membership in the Chamber of Commerce and the memberships of C. E. Horey, E. P. Bacon, deceased, and Alfred Ballantine, deceased, have been transferred. Reported by Secretary H. A. Plumb.

### CAPTAIN JOHN O. FOERING RETIRES

In appreciation of his faithful and efficient service for upwards of 50 years, Capt. John O. Foering, chief grain inspector on The Philadelphia Commercial Exchange, was retired on pension November 30.

Captain Foering assumed the inspectorship of the Philadelphia market on April 1, 1877, a year after the department was organized. He resigned the position on February 28, 1902, when the Exchange took control of the inspection department but, owing to the importunity of a great many of the leading grain men of Philadelphia, he took command again of the department in the fall of 1911.

Capt. Foering was a soldier under Gen. John W. Geary during the Civil War, when he was wounded and breveted, although then but an overgrown boy. Born in Philadelphia in 1843 and graduating from the grammar school at the age of 10 years, he began his career in the grain trade in December, 1867, as superintendent of the Washington Street Elevator, the first export house that was erected in that city, then controlled by the Philadelphia Grain Warehousing and Drying Company. He is a member of the Union League Club and of Meade Post No. 1, G. A. R., and is Chancellor-in-Chief of the Military Order of the Loyal Legion of the United States. He resides at Wynnwood at a lovely country seat where his neighbors are among the prominent, active and retired, financiers, railroad officials, merchants and business men of the city.

JOHN R. MAUFF  
Secretary, Chicago Board of Trade.

December 15, 1917

387

No successor has been appointed to Capt. Foering, but his work is being ably taken care of by Chief Deputy Inspector Alexander Downing.

## ELECTION AT OMAHA

At the election of officers on the Omaha Grain Exchange, Omaha, Neb., held early in December, the following were chosen to serve for the ensuing year:

President, J. A. Linderholm of the Crowell Elevator Company; vice-president, C. E. Niswonger of the Blanchard-Niswonger Grain Company; second vice-president, J. T. Buchanan of the Omaha Elevator Company; treasurer, Charles H. Wright of the Nebraska-Iowa Grain Company.

## CHANGE IN DISCOUNTS

Effective from December 3 the Baltimore branch of the Food Administration changed the discounts under the No. 1 grade of wheat as follows: No. 4 wheat, 9 cents under No. 1; No. 5 wheat, 12 cents under No. 1; sample grades, 14 to 23 cents under No. 1; No. 3 wheat is subject to special discount under No. 1 grade, and in special discounts on No. 3, 4 and 5 wheat, special attention will be paid the moisture content. The maximum price of mixed wheats will be one cent under the predominating grade and class of the wheat.

## WATCH TRANSPORTATION

Logan & Bryan of Chicago say in recent market letter: "The transportation problem still stands out as the important factor to watch, and, as yet, that situation has shown little change, due in large part to the severe weather. Had normal temperatures prevailed, probably the grain trade would now be enjoying a fairly satisfactory movement, but, even so, one cannot expect an arrangement of such broad scope to be fully adjusted in a few days, and patience must be exercised in this regard. In the meantime irregularity will probably obtain in the futures, as congested conditions therein are the natural result of the absence of cash pressure. Sales judiciously made on the upturns should offer a minimum of risk."

## GOES WITH U. S. FOOD ADMINISTRATION

John J. Stream, vice-president of the Chicago Board of Trade and for years a leading grain man on the Chicago market, was recently appointed by Herbert C. Hoover, as chairman of the Coarse Grains Division of the Food Administration.

Mr. Stream is one of the principals in the commission firm of Shaffer & Stream and is also a member of J. C. Shaffer & Co. After severing all business relations and resigning the vice-presidency of the Chicago Board of Trade so as to give all his time to the new work, he left for New York December 2, where he will maintain his headquarters. His new duties have to do with the transportation, storage and exportation of corn, oats and barley.

On the date of his departure Mr. Stream was given a great ovation by his friends on the Board of Trade and presented by them with a handsome platinum watch chain as a mark of appreciation. President J. P. Griffin of the Board made the presentation speech in which he recounted the constructive work to be done and the special fitness of Mr. Stream for his new place.

Mr. Stream was born in Chicago in 1870. After having profited fully from the advantages of the public schools he entered the Chicago College of Law from which institution he was graduated in 1892 with the degree of Bachelor of Laws. He was duly admitted to the bar of Illinois but has applied his professional knowledge to his business activities rather than to the general practice of his profession. He was for years associated with the grain firm of Charles Counselman & Co. and became president and treasurer of the Chicago Grain & Elevator Company in which dual office he continued until 1906. This company operated an extensive line of elevators in Iowa along the line of the Chicago Rock Island & Pacific Railroad. Subsequent to 1906 his activities have been mainly centered in the two firms before mentioned. Mr.

Stream is a member of leading grain exchanges, his Chicago Board of Trade membership dating from 1902. He holds membership in the Union League, the Chicago Athletic and Westmoreland



JOHN J. STREAM

and Chicago Yacht Clubs, and besides acting as director of the Chicago Board of Trade is an efficient director of the Grain Dealers National Association.

## SERGEANT DENVER WILD

Sergeant Denver Wild, of Simons, Day & Co., well-known Chicago Board of Trade house, is now in France on active service at the post that fitted out the U. S. Artillery which fired the first shell at the Germans. He served 3 years with the famous Fighting 7th of Chicago and one year with the First Illinois Cavalry. He is now being considered for lieutenancy abroad. Sergeant Wild de-



SERGEANT DENVER WILD

scribes service in France as a continual pageant of excitement. He writes:

"I am now assistant transportation agent of this place, and when I return will be able to run a railroad. The boys will certainly be all the better for their jaunt to France when this Big League stuff is over. I am wearing shoes with young horse-shoes on the heels and have German prisoners working under me—a regular labor foreman for Uncle Sam. In chasing detail I spend much time whirling around the country on motorcycles, or in an auto with a Frog (French) chaffeur. The

French say the war will last 2 years more. I have subscribed for \$100 of Liberty Bonds, and the great need over here is a sheepskin coat. I can get plenty of Bull Durham, thanks to the *New York Sun*. Drop your magazines into the mail and give the Sammies a treat. I won 5 francs on the world's series, but the world's series over here certainly administers a fade-away to the American game and the wheat pit on the bulliest of bull days. Conditions in France are better than represented in the newspapers, but we are censored—cut down to an unadvertised, mysterious, gigantic force, which is mastering the enemy."

Sergeant Wild is a son of Jos. E. Wild with E. W. Wagner & Co. of Chicago.

## OPERATION OF THE WAR TAX

Delegates from all the leading grain exchanges of the United States met at Chicago, Ill., December 7 and discussed questions relative to the operation and regulations of the war tax on exchange transactions. A desire was shown to find some uniformity of action and secure a clear interpretation of the new tax law.

In order to further these ends a committee was appointed to go to Washington and confer with the Internal Revenue Department.

## OUR BOY SOLOMON ON CRIEBING CORN

"Illinois and Iowa are the big twin corn producers. University of Illinois recommends cribs made with slatted sides and preferably with slatted floors to provide good ventilation. Cross ventilators should also be provided about four feet apart. Investigation and experience of many farmers show the application of 6 to 8 quarts of salt over each 50 bushels of corn when placed in the crib is desirable. The best ventilator is made of four pieces of 4-inch boards about three inches shorter than the inside width of the crib. These are made into an open crate by using one pair of 8-inch blocks for each three feet in length. The blocks may be cut from 1 by 4 inch boards.—C. A. King & Co., Toledo, Letter of December 11.

## NEW SCHEDULE AT TOLEDO

All wheat prices at Toledo are now based on No. 1 wheat. Where only moisture contents prevents No. 3 wheat making No. 2 grade, a minimum discount is applied. No. 3 wheat—minimum discount containing 13.1 to 13.5 per cent moisture, 4 cents under No. 1, the same as 1 cent under No. 2. Minimum discount containing 13.6 to 14 per cent moisture, 5 cents under No. 1. No. 4 wheat—minimum discount 6 cents under No. 1. No. 5 wheat—minimum discount containing not over 14.3 per cent moisture, 6 cents under No. 1; 14.7 per cent moisture, 7 cents discount; 15 per cent moisture, 8 cents discount. Sample wheat is handled on its merits, but in no case shall discount be less than 4 cents under No. 1 of the subclass represented.

## THE GREAT AMERICAN GAME

This is a story of the hand that Fishman held and the hand that Northworth drew. Fishman is a miller and Northworth, a leading grain merchant in a large terminal market. They were sitting in a quiet, certainly a friendly game, in a certain hotel in Columbus, Ohio, immediately following the close of an evening session of a grain dealers' meeting. The game had started, as games usually do, about 10:30 o'clock, the chips being supplied by an obliging hotel management while the cards were purchased at a neighboring sporting goods house by one of the hotel bell hops who explained that they were the last two decks the owner had on hand.

All went merry as a marriage bell until 11:30 when the mayor of Toledo, a grain man also in the game, who for some time had seen nothing in his hand better than the equivalent of a couple of trey spots, called for the second deck. He was promptly accommodated and miller Glinn dealt the hand.

It was evident from the start that something was doing. Everyone of the six members stayed and five stood a liberal raise before the draw. After cards were distributed the betting became so fast

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

that all dropped out except Fishman and Northworth. Neither seemed disposed to call until the pot had grown to very generous proportions when one of the bettors signified he had had enough.

The cards were displayed on the table. Fishman had accumulated four kings and an ace while Northworth showed four aces and a king. One of the decks purchased by the bell hop was a pinochle deck.

## TERMINAL NOTES

A recent sale of a Chicago Board of Trade membership was made at \$3,500 net to the buyer.

The Gold Grain Company, Ltd., with a capital stock of \$200,000 has been incorporated at Winnipeg.

R. Hetherington has been appointed permanent secretary of the Dominion Board of Grain Commissioners.

H. M. Strauss, of H. M. Strauss & Co. of Cleveland, Ohio, was a visitor on a number of Eastern exchanges this month.

The Armour Grain Company of Chicago displays a service flag with 25 stars in honor of employees of the company who have joined the colors.

E. R. Welch, an experienced grain man, has taken the management of the Atchison office of the Orthwein-Matchette Company of Kansas City, Mo.

B. G. Chinn has left the Orthwein-Matchette Company, Kansas City, Mo., to go with the Kansas City office of James E. Bennett & Co. of Chicago.

Wheat receipts at Chicago during November were 1,555 cars compared with 1,787 the same month last year and 4,594 in November, 1915.

Frank C. Tenney, member of the Minneapolis Chamber of Commerce, received his commission recently as first lieutenant in the U. S. Coast Artillery.

Thomson & McKinnon of Chicago, Ill., have established a branch office with C. D. Cates & Co. as correspondents at St. Petersburg, Fla., for the winter season.

F. B. Swett, formerly with the Vanderslice-Lynds Company, of Kansas City, Mo., is now with the cash grain department of the O'Donnell Grain Company of Omaha, Neb.

Rumsey, Moore & Co. of Peoria, Ill., are now operating the wire of Logan & Bryan of Chicago, Ill., succeeding T. A. Grier & Co. Thos. O'Laughlin continues in immediate charge.

C. O. Avey, until recently connected with the Edward Kelley Grain Company of Wichita, Kan., has joined the United States Food Administration Milling Division at Kansas City, Mo.

W. B. Newcomb of the Globe Elevator Company, of Duluth, Minn., received the commission of second lieutenant at the closing of his training at the Fort Snelling officers training camp.

C. W. Forbes has resigned his position with the New York office of E. W. Wagner & Co., of Chicago, Ill., to accept a similar position as manager of the local office of E. Lowitz & Co.

Sinton Bros. & Co. of Baltimore, Md., recently received what is considered the largest car load of grain ever arriving at that market. The car contained 2,109 bushels or 126,700 pounds.

Fred C. Van Dusen of the Van Dusen-Harrington Company, Minneapolis, Minn., was recently elected a director of the Minneapolis Chamber of Commerce to succeed the late Clarence A. Brown.

The Buffalo Cereal Company, the Armour Grain Company and the Export Elevator Company have just moved into larger and handsomer offices in the Chamber of Commerce Building, Buffalo, N. Y.

George J. Reed of the Quinn-Shepherdson Company of Minneapolis, Minn., who has been serving in France the past six months with the Norton-Harjes ambulance corps, has returned home. He lost part of his left hand while in service and was decorated by the French Government.

Southworth & Co.'s *Weekly Market Review*, Toledo, Ohio, for November 24 contained an article on "The First Thanksgiving" by Kent's 7-year-old son, Richard C. Keilholtz. We shall keep an eye on

that boy—think we want him on our editorial staff if he doesn't go in the grain business.

There was recently unfurled on the Milwaukee Chamber of Commerce a service flag containing 123 stars, each one representing a member, son of a member or employe, who had joined the colors.

James Goodall, Ltd., is the name of a Toronto concern incorporated with a capital stock of \$40,000. The company takes over the grain business of Thomas L. Carmichael, Paul Carmichael and S. J. Hogg.

R. R. De Armond, connected with the Russell Grain Company of Kansas City, Mo., was commissioned a second lieutenant at the Fort Sheridan officers training camp at the recent appointment of officers.

A new advisory board has been appointed at Chicago, Ill., to assist in securing suitable supplies of food stuffs at fair prices. It is composed of Secretary John R. Mauff, J. Ralph Pickell and Robert McDougal.

The Midwest Grain Company of St. Joseph, Mo., was recently granted a charter with a capital stock of \$100,000 of which \$50,000 is paid in. The incorporators are John M. Flynn, Jos. L. Frederick and Robt. E. Hastings.

E. C. Twomley recently presented the Omaha Grain Exchange a handsome silk service flag. It contains 37 stars representing the men from the Exchange who are now in the service of the United States Army or Navy.

The Fraser-Smith Company, Ltd., Milwaukee, Wis., has incorporated to do a general grain commission business with capital stock of \$30,000. The incorporators are Albert L. Flanagan, Cecil E. Grimes and Sarah C. Shea.

Jack Hermis, representative of Lamson Bros. & Co., Chicago, "on change," and now a first lieutenant in the aviation corps stationed at Champaign, Ill., was cordially welcomed by his friends on a recent visit to the corn pit.

The grain firm of Dennis & Co. of Baltimore, Md., has been dissolved and succeeded by J. Murdoch Dennis & Co. who will continue the grain commission business as usual. Offices are in 312 Chamber of Commerce Building.

E. Lowitz & Co. of Chicago, Ill., have removed their Indianapolis office to very commodious quarters in a room in the Board of Trade Building adjoining the trading floor. An increasing business is reported as being done at that office.

Among those winning a commission as captain of infantry in the Officers' training camp at Fort Sheridan, Ill., was Grant M. Miles of the old established grain firm of P. B. & C. C. Miles of Peoria, Ill. Captain Miles is the son of C. C. Miles.

J. Frank Ryley, of the grain receiving and exporting firm of John T. Fahey & Co. of Baltimore, Md., returned home early in December from a five weeks hunting trip in Canada where he is reported to have bagged some of the big northern game.

Wm. M. Smith, recently connected with H. C. Jones & Co., Inc., of Baltimore, Md., has been appointed investigator in grain marketing, with headquarters at Atlanta, Ga., by the United States Department of Agriculture, Bureau of Markets.

George S. Jackson, second vice-president of the Food Administration Grain Corporation, spent several days early in December on a speech-making tour through the Southwestern section of Virginia where he informed the farmers of the provisions of the control plan.

Eastern railroads have announced that they will refund the 3 per cent war tax on the in-bound switching charges along with the refund of such in-bound switching charges as they absorb where not absorbed on the in-bound movement of grain by certain Western carriers.

An office has been opened in room 59 Board of Trade Building, Chicago, Ill., by L. R. Spencer who will have charge of the central division of the Department of Agriculture Market Department. The division includes Illinois, Indiana, Michigan, Ohio and Kentucky. Mr. Spencer will report on

stocks of corn, oats and barley, semi-monthly from each county in the district.

Ferdinand A. Mayer, head of the Baltimore Grain Company, Baltimore, Md., and Fuel Administrator for Maryland, has appointed the following as a state and local advisory committee: Charles England, R. E. L. Marshall, Robert F. Roberts, J. H. Gilder, Jr., Herbert Sheridan.

Oliver Muchmore, with the Richter Grain Company, Cincinnati, Ohio, was recently presented with a handsome gold wrist-watch by the members of the Cincinnati Grain & Hay Exchange on the occasion of his enlistment in the Quartermaster's Department and departure to Fort Thomas, Ky.

The Urmston Grain Company of Indianapolis, Ind., has purchased the interest of the H. E. Kinney Grain Company in the new Big Four Elevator now being completed in that city. The elevator will as a consequence of this purchase be owned and operated entirely by the Urmston Grain Company.

The Halliday Elevator Company of Cairo, Ill., sent out handsomely engraved cards illustrated with embossed representations of The American Eagle and the Thanksgiving Turkey to commemorate Thanksgiving Day. Referring to the pictures a line read: "May one give peace in every state; the other a piece for every plate."

The Food Administration Grain Corporation recently announced that commencing December 1 all purchases of wheat in central territory will be on the basis of local freight into Chicago, shippers to absorb all charges including switching. It was stipulated that expense bills for freight and switching be furnished to the Grain Corporation.

The Kemper Mill & Elevator Company of Kansas City, Mo., large grain and feed firm, will make a specialty of handling the products of corn mills in the Southwest, conducting as well, a shipping business in these goods. The company announces that the management of their Fort Worth office has been taken over by Charles W. Avery, who has been long identified with the grain business in the Omaha and Kansas City markets.

Late in November the Frisco Elevators Company took over the business of John I. Glover including the operation of the Frisco Elevator at Kansas City, Mo. The new concern announces it is equipped to handle business on the same scale and to render the same high standard of service as formerly. T. J. Brodnax is president of the new company; C. A. Dayton, vice-president, and W. O. Brackett, secretary and treasurer.

An interesting event took place on December 12 in the social circles of Toledo, Ohio, when Miss Dorothy Mayer, daughter of Mr. and Mrs. Fred Mayer, was married to George M. Close, Jr. The bride is well known in the grain trade, due to her father's prominence in the grain interests of the Central States, and will have the best wishes of countless numbers of friends. The newly married couple, after the honeymoon, will make their home in Toledo.

A large audience filled the visitors' room of the Chicago Board of Trade at 3 p. m. December 5 to hear J. Ralph Pickell, editor of the *Rosenbaum Review*, published by the J. Rosenbaum Grain Company, Chicago, tell about his recent visit to foreign countries on a mission for the United States Food Administration. He spoke for 40 minutes to a highly interested audience and at the end a vote of thanks was given Mr. Pickell on motion by Hiram N. Sager. President Jos. P. Griffin presided at the meeting.

John R. Mauff, secretary of the Chicago Board of Trade, gave out the following telegram received from John J. Stream, chairman of the Coarse Grain Committee, U. S. Food Administration: "Your attention is called to the following new rule adopted December 5. General rules 13 and 15 shall not affect the validity of any contract concerning corn, oats or barley entered into prior to November 15, 1917, unless the cancellation of any such contract is hereafter ordered by the United States Food Administration. No general action toward cancellation of contracts is contemplated by the administration."

## TRADE NOTES

The Hess Warming & Ventilating Company of Chicago, Ill., made the record sale of 29 Hess Driers during the month of November. One of these driers went to India, the remainder being sold in the United States.

A. C. Barbeau, president of The S. Howes Company, Silver Creek, N. Y., manufacturers of the Eureka Line of grain cleaning machinery, was a business visitor in Chicago this week. Mr. Barbeau will also look after the company's interests in Minneapolis before returning home.

The Invincible Grain Cleaner Company of Silver Creek, N. Y., includes in recent sales 10 No. 15 Invincible Steel-Clad Receiving Separators, one No. 12 Invincible Steel-Clad Separator and two large Invincible Dust Packers to James Stewart & Co. for the new Northern Central Elevator of the Pennsylvania Railroad Company.

Patriotism combined with good business sense is to be found among the employes of Nordyke & Marmon Company of Indianapolis, Ind. After subscribing to upwards of \$138,000 of the first Liberty Loan they took \$146,000 of the second. This does not include the amount subscribed by the company on its own account.

"The idea behind the American Marvel Mill," says the Anglo-American Mill Company, Inc., of Owensboro, Ky., "is the handling of wheat and grinding it into flour with the least expense to the consumer." That is true food conservation. The elevator that is conveniently located can make money and show patriotism besides, by installing a Marvel Mill.

Commencing with this issue we present the advertisement of W. E. Burrell, elevator repair specialist and furnisher of elevating and conveying machinery. He is thoroughly experienced in all departments of grain elevator building and repair work and equipped with the necessary knowledge to advise about any little knotty problem arising on cleaning, conveying, or handling grain. Mr. Burrell has offices in Room 900, Lytton Building, Chicago.

It is not the price, which is reasonable, but the service performed which has made the Climax-Scoop Truck such a popular device in so many grain elevators and warehouses. This handy implement is both a scoop and truck at the same time. It has a capacity of  $2\frac{1}{2}$  bushels of grain or corresponding amount of seeds, coal or bulk freight and when loaded is moved about with ease. It is manufactured and sold by the Detroit Scoop-Truck Company, 2227 West Jefferson Avenue, Detroit, Mich.

Nothing is more important about the grain elevator than to have good workable tools. A device which commends itself by intrinsic merit is the grain trier manufactured and sold by Otto Kellner, Jr., of 4028 South State Street, Chicago, Ill. It is 56 inches long and  $1\frac{1}{4}$  inches in diameter, with eight openings so that ample samples can be obtained from any car. The point of the tool is made of solid bar steel, the top fitted with a bronze collar, and altogether it is made to last about as long as the elevator.

Announcement is made that the 1918 edition of "Motor Trucks of America," of which S. V. Norton, manager of truck tire sales of the B. F. Goodrich Rubber Company, Akron, Ohio, is the author, will be ready for distribution on January 1. The book, consisting of 200 pages of reading matter, illustrations and specifications, is the sixth to be issued in as many years. It is hand sewn and of heavy binding. Complete specifications of nearly 150 of the leading gas and electric-driven motor trucks are contained in the volume. In fact, there are 31 specifications for each model. These details are absolutely dependable, as the approval of each truck manufacturer is obtained before specifications of his

model are inserted. For the reason it offers opportunity to the buyer and manufacturer to compare models, lists all makes according to sizes and affords a perspective on changes of design by comparison with previous editions, "Motor Trucks of America" is accepted throughout the motor world as the one complete and authentic handbook of the truck industry. One great element of value derived from "Motor Trucks of America" has been that it enables the buyer to get accurate information on all trucks without going into the market. Without Mr. Norton's book the buyer would be obliged to write for all catalogs and thereafter become the quarry for much solicitation. "Motor Trucks of America" thus saves both time and money for the buyer.

The grain elevator owner who contemplates painting his property should remember that "As paint pigments, silica and flake graphite are absolutely unchangeable. Paints made with these pigments possess the greatest possible durability, films remaining elastic after years of service. No chemical action can occur between the pigment and the vehicle. Graphite is the most water-repellent pigment known, and paints made with it are the best water excluders, thus preventing corrosion. Because of the unctuous quality of the graphite, the paint is easily applied, thus insuring good work, and good work is as important as good paint."

Desk calendar memorandum pads for 1918 are now ready for distribution by the Weller Manufacturing Company, with general offices at 1820-1856 North Kostner Avenue, Chicago, Ill. This handy desk calendar was sent to friends and patrons a few years ago by the Weller firm and each year in December the renewal forms are shipped. The elevator owner or operator, and the miller, besides the service afforded by the calendar, has a daily reminder before him of the quality and up-to-date character of Weller-made goods. They have demonstrated this worth for years past in both large and small grain elevator and flour mill plants.

### GRAIN STANDARD HEARINGS

Beginning November 26 at New York, the Department of Agriculture has been holding a series of meetings to get the views of the grain trade on certain proposed alterations of the grain standards and regulations. Hearings were held at Buffalo, Toledo, Chicago, Omaha, Minneapolis, Fargo, Spokane, Seattle, Portland, Salt Lake City, San Francisco. On December 17 there will be a hearing at Hutchinson, Kan.; December 19, Fort Worth, Texas; December 20, St. Louis, Mo.; December 22, Nashville, Tenn., and December 27 at Washington, D. C.

The questions which are taken up are as follows:

#### Corn Standards

1. Shall heat-damaged kernels be permitted in Grade No. 3, and if so, what percentage?
2. Shall a test weight per bushel for Grades Nos. 3, 4 and 5 be established, and if so, what shall be the minimum test weight?

#### Wheat Standards

Classes: Shall the class designation Common and Red Durum be changed, and if so, what should be substituted therefor?

Subclasses: Shall the subclass Red Spring Humpback in Class 1, and Red Durum in Class 2, be eliminated?

Wheat: The official standards specify that "any grain which, when free from dockage, contains more than 6 per cent of grain of a kind or kinds other than wheat shall not be classified as wheat." Shall this definition for wheat be changed, and if so, what definition is suggested?

Mixed Wheat: Shall the grades for mixed wheat be changed, and if so, what changes are suggested?

Smutty Wheat: Shall the definitions and grades for smutty wheat be changed, and if so, what changes are suggested?

Treated Wheat: (1) Shall the specifications for treated wheat be changed, and if so, what changes are suggested?

(2) How much treated wheat should be present before the lot or parcel shall be designated as Treated Wheat?

Factors in Grades: 1. Shall the minimum test weight per bushel, maximum moisture content, total wheat of other classes, and special limitations for wheat of other classes, be changed, and if so, what changes are suggested?

2. Shall maximum limitations for total damaged, heat damaged, total inseparable foreign material, and special limitations for inseparable foreign material be changed, and if so, what changes are suggested?

3. If all the garlic and wild onion bulblets are removed in the dockage and none remain in the dockage-free wheat and no odor is present, shall the garlic and wild onion be considered in the grading of the wheat?

4. Shall dockage and smut dockage be expressed in terms of whole per cent instead of half per cent.

#### Rules and Regulations

1. Shall licensed inspectors be prohibited from certifying to the grade of any lot or parcel of grain unless the samples are drawn by themselves or by samplers who are approved for the purpose by the Secretary of Agriculture, and who are not interested, financially or otherwise, directly or indirectly, in any grain elevator or warehouse, or in the merchandising of grain, nor are in the employment of any person owning or operating any grain elevator or warehouse?

2. Shall a licensed inspector, in his discretion, be permitted to issue an "Out" inspection certificate based on a sample of grain drawn for the purpose of an "In" inspection when the identity of the grain represented by the sample is preserved; and if so, what time limit following the first inspection should be imposed upon the issuance of the "Out" certificate?

3. Shall licensed inspectors be required in all cases to state on the certificate the reasons for grading grain No. 3, No. 4, No. 5, No. 6, or Sample Grade?

4. Shall the fees for appeals and disputes be lowered?

5. What regulations, if any, shall be made covering the issuance of "split" certificates?

At the hearing in Chicago on December 4, the trade was practically unanimous on all the points at issue. The Chicago, Milwaukee and Indianapolis markets were formally represented by Messrs. Gersenberg, Donahue and Brafford, respectively. Many shippers and receivers were also in attendance and Charles B. Riley represented the Indiana Grain Dealers Association.

Many opinions and much discussion was heard on each of the questions, but there seemed to be full agreement that: 1. One-fourth of 1 per cent heat-damaged kernels should be allowed in No. 3 (also No. 2) corn to take care of machine and elevator mixture.

2. That test weights should be fixed for all corn grades Nos. 3 to 5, the suggested weights being 51, 50 and 48 pounds, respectively.

**Wheat:** That a higher percentage of mixture than 6 per cent be allowed, the name of grain or grains mixed and their percentage being designated in the certificate.

**Mixed Wheat:** The opinion was strongly expressed that grades be established for mixed wheat instead of grading down other classes because of wheat mixture, until it was pointed out that about 40 per cent of the wheat now applied on contract would be classed as mixed wheat.

**Smutty Wheat:** That no smut should be allowed in higher than No. 3 wheat, and that if painted ends appeared it should be made sample grade.

**Factors in Grades:** 1. It was urged that a test weight of 58 pounds and a moisture content of 13.5 per cent be fixed for No. 2 soft red wheat.

3. That certificate should show whenever there is any garlic or wild onion bulblets present.

In discussing the Rules and Regulations, it was generally agreed:

1. That all samplers should be licensed, the same as inspectors.

2. That one sample may serve for in and out inspection if the inspections be held within 24 hours.

3. That inspectors be required to state on the certificate the reason for grading grain No. 3 or lower.

4. That the fees for appeals and disputes remain as they are.

5. That "split certificates" be handled as at present.

ON December 1, the lake rates from Lake Superior points to Buffalo advanced to  $5\frac{1}{2}$  cents on wheat for boats that unload and 6 cents for winter storage.

## Current New Year Specials

If the U. S. goes dry will it prove a hardship to the grain man who only takes a nip at a grain dealers' convention?

J. Ralph Pickell, poet, traveler, author, lecturer, editor of the *Rosenbaum Review*, has, up to date, published no poetry in the *Review*. Thanks, Ralph.

Report is current that National Secretary Charles Quinn is taking vocal lessons as an aid to good speaking. Outside a radius of 25 miles from Toledo the sun is still shining.

Mark N. Mennel, chairman Milling Division No. 3 of the Food Administration, says the miller is lucky, under present conditions. Ask the grain dealer where his luck comes in and he says: "What t'ell!"

The senior of C. A. King & Co. of Toledo has abjured the succulent pigs knuckles and pot roast of beef during the war period. The question arises, where does he get the "meat" he puts in our Boy Solomon's Specials?

Admirers of the rising son more than the setting sun will watch with interest the progress of Richard C. Keilholtz of Toledo. Pa "Kent's" star of literary effulgence was greatly o'ershadowed by that Thanksgiving essay.

It did not militate against the appointment of John R. Mauff to the secretaryship of the Chicago Board of Trade that he was formerly connected with the National Consumers' League, with headquarters in New York City. A membership, today, in the National Non-Consumers' League would be more like it.

L. W. Forbell of New York City will conduct during 1918, as usual, the chorus at all annual banquets of Western state grain dealers associations. Mr. Forbell is preparing himself this winter by a special course under Signor Eppiglotti of the well known Metropolitan Musical College, Fifth Avenue, New York City.

Winfield S. Day, secretary of Simons, Day & Co., of Chicago, recently visited Rockford Camp with a party of friends. Meeting a soldier he knew, formerly an employe on the Board of Trade, he stopped him with: "Halt! are you friend or foe?" The soldier replied: "Get out of my way or I'll knock your block off." Mr. Day replied: "Pass, friend."

It is related that when Illinois state secretary, E. B. Hitchcock, was in France this summer he was dining one day with a very charming French lady. Apologizing for his somewhat limited acquaintance with the native language, the lady said: "Eet ees unnessaire pour le Monsieur to demande pardon for zee bad French, who has zee grande mannaire so gentile, so distangue, so debonaire."

The fact is not generally known but is herein stated that Fred E. Pond, secretary of the Buffalo Corn Exchange, is also secretary of the New York Millers State Association. When one of the directors of the millers association was asked, subsequent to the election, how they came to employ a grain man as secretary, he said: "Well, I'll tell you. We didn't know much about Mr. Pond's qualifications for the place but we were so impressed by the grand front he put up that we just naturally gave him the job."

Most folks find the name Henry Augustus Foss very formidable. Well, just say "Gus" Foss; it's all right with us, but we have to be careful as we're invited each year to the dinner given by Chicago's chief weighmaster to the Board of Trade Weighing Department. That reminds us that in 1901 was issued from the press the chief weighmaster's work entitled "Scales, Estimating, Coopering." In 1903 was published his second volume, "Facts and Figures in Accurate Weighing," and in 1908 appeared his "Shippers' Manual," which Bill Saunders says ranks with the Bible and Shakespeare. No, you're wrong. "Gus" wrote the volumes himself.

## NEWS LETTERS

MILWAUKEE  
C. O. SKINROOD - CORRESPONDENT

MILWAUKEE has attained a great honor by the decision to bring here the next annual convention of the Grain Dealers National Association. It is some 14 years since this, the most important grain organization in the country, met in Milwaukee. Local grain men bid for the convention this year and the request was readily granted. It is expected that this meeting will bring here about 1,200 visitors. The convention will be held on September 23, 24 and 25, 1918.

J. L. Kellogg, who has been identified with the Chamber of Commerce for some time, is dead.

The grain in store in Milwaukee on December 1 was placed at 686,000 bushels of wheat, 8,000 bushels of corn, 1,085,000 bushels of oats, 221,000 bushels of barley, and 139,000 bushels of rye, all given in round numbers.

Bankers of the city, dealing primarily with grain men, report that grain dealers of the city are not asking for their customary allowance of loans because of the slack shipments in almost all lines of grain. Bankers declare that the lack of cars has had a great deal to do with the slack movement of grain. It is also reported that many farmers are slow about selling their grain, due in part to the expectation of higher prices and also because fall work has hindered the farmers from marketing their grain at the usual time.

George A. Schroeder, traffic expert of the Chamber, made a trip to Washington to confer with the Food Administration and the War Board to see if more freight cars could not be supplied to the shippers. He declared that a large number of buyers of grain in the West could not do business because of the scarcity of cars. Mr. Schroeder also urged at Washington that empty cars be rushed from the East to take care of future shipments of grain. He asserted that the elevators of the city had been filling up due to the difficulty of shipping grain to the East even before the embargo was placed on Eastern shipments by the Government.

Milwaukee shippers were greatly interested in the announcement here that the Government would continue tariffs which would expire November 30 to permit the carrying of flour and grain from Duluth to Erie and Buffalo as long as the Great Lakes will permit. The news was given out in Milwaukee by J. C. Thompson, local agent of the Great Lakes Transit Corporation.

The exceedingly high prices which have been prevailing on grains in Milwaukee are shown by the comparison made a few days ago with the prices of last year. Barley, according to this comparison, is nearly 30 cents a bushel over 1916, oats is about 22 cents above, rye is 34 cents higher, corn is \$1.04 higher and wheat 40 cents higher. This indicates the enormous advance, especially for corn.

For the first week in December almost all of the grains have shown advances in prices, especially corn which had a gain of 20 to 25 cents per bushel. Receipts for the week were 880 cars divided up in 280 cars of barley, 200 cars of oats, 200 cars of corn and nearly 100 cars each of wheat and rye.

For the corresponding week a year ago receipts of grain at Milwaukee were more than 1,300 cars and for the same week two years the total receipts were nearly 1,250 cars. This suggests that offerings here are about one-third less than last year.

Reports are asked by the Freight Bureau of the point of origin and the name of all shippers who fail to load cars to full capacity.

Shippers at Milwaukee are also asked not to load cars unless shipping instructions can be furnished immediately.

Country shippers are all asked to load cars 10 per cent above the marked capacity, otherwise load to full visible capacity. These instructions make it clear that all those handling cars are now being watched and that penalties may be expected by those who fail to follow the demands of the Government.

The suggestion has been made to the War Department at Washington to move lake tugs and other smaller vessels to the coast for the winter months while navigation is closed in the Northwest because of the ice fields. The coastwise service is said to be badly in need of boats and if the lake boats are not moved East, they will be tied up by the ice until spring. It has been reported from Washington that by the lengthening of the shipping schedule on the Great Lakes that at least 80,000 tons of foodstuffs would be moved from the Head of the Lakes to the East and to that extent the railroads of the country would be relieved from this traffic.

Corn driers at Milwaukee and other points are expecting a very active season because of the large amount of moisture in corn this year. Milwaukee is well supplied with drying plants which have a capacity of no less than 125,000 to 150,000 bushels per day. Receipts of new corn in Milwaukee have been rather light up to date. There is a good demand for corn here both for shipment and from the industries located here. Moisture tests have ranged from 18 to 28 per cent. An increasing movement of corn is looked for very soon among the grain men of the city.

More than 2,000 names have been obtained in Milwaukee asking Governor Philip of Wisconsin for the removal of District Attorney Zabel as prosecutor, because of his conduct in causing the arrest of deputies who broke up a Socialist meeting which it was believed, was encouraging disloyalty to the Government. One of the most active workers in asking such removal of Zabel has been H. M. Stratton of the local Chamber, who obtained some 150 names for the petition from grain dealers. A demand was made that Governor Philipp name some other special prosecutor to take the place of the district attorney.

A service flag with some 123 stars now floats proudly over the entrance to the Chamber of Commerce. Ceremonies full of dignity and solemnity were conducted on the occasion of the unfurling and display of this service flag. This emblem is one of the largest service flags in the city, containing as many as 123 names of those who are connected in some capacity with the national defense.

The largest cargo of oats ever shipped from Milwaukee, consisting of 430,000 bushels of oats, was taken by the steamer *David Z. Norton*, which cleared for the port of Buffalo. The cargo was taken on at Elevator "A" in the South Menominee Canal. Boats of the size of the *Norton* have been unable to reach this elevator until the dredging away of a corner of the canal bank by the order

of the Harbor Commission made it possible. Another corner in the canal will also be dredged away so that the entire canal will be made accessible for much larger vessels.

\* \* \*

The directors of the Chamber of Commerce at one of their monthly meetings elected the following new members; George E. Kopplekamm, R. E. Knowlton, Lowell S. Hoit and Edwin L. Rosenberg.

\* \* \*

Chamber of Commerce directors have indorsed a strong resolution calling attention to the excellent work in the conduct of the war by President Wilson and his administration staff. This resolution was prepared by the managing committee of the National Security League. The resolution notes especially the efficient work of Congress, the work of the cabinet, the achievement of the National Council of Defense and the general quality and unity of the war service which is said to be unparalleled in the history of the United States.

\* \* \*

The Freight Bureau of the Chamber of Commerce has issued some suggestions for the most economical use of cars. The bureau asks especially that disposition or switching orders be given within 24 hours after inspection and surely within 48 hours. All cars unreasonably detained are reported by the carriers to the commission on car service at Washington and serious complications are likely to result from such delays.

**BUFFALO**  
ELMER M. HILL CORRESPONDENT

**A**MONG the men affiliated with the grain trade of Buffalo who have joined the military forces of the Government are Wallace A. Anderson, son of Henry G. Anderson, for many years one of the foremost grain merchants in the Buffalo market, and Donald A. Lindsay, who was associated with the Western Elevating Association. Samuel Hall, another grain merchant, has received a commission as first lieutenant in the National Army. He attended the officers' training camp at Fort Niagara. Mr. Anderson has received a commission as second lieutenant in the electrical and motor division of the Aviation Corps. He studied at the Rensselaer Polytechnic Institute and the University of Buffalo. Mr. Lindsay has been appointed sergeant in the machine gun company of the 108th Infantry at Spartanburg, N. C. The grain men are proud of their associates who have given up their private business to fight for democracy. The service flag on the Corn Exchange floor is continually having new stars added to its white field.

\* \* \*

The old grain elevator and flour mill in LeRoy, known as the LeRoy Roller Mill, was closed on December 1. It had been in continuous operation since 1822 and was built by Jacob LeRoy, founder of the village bearing his name. The elevator, an old wooden structure, had a capacity for 15,000 bushels. The building has been bought by an electric light company and will be converted into a power sub-station.

\* \* \*

W. D. Sanderson, lake grain agent of the Lehigh Valley Railroad at Buffalo, has resigned to take charge of traffic for the Washburn-Crosby milling interests.

\* \* \*

Grain receipts at the port of Buffalo for the season up to and including November 30, totaled 129,000,000 bushels as compared with 155,000,000 bushels for the corresponding period of last year. This is a decrease of 26,000,000 bushels and elevator interests are inclined to believe that before the season is brought to a close this decrease will exceed 35,000,000 bushels. Receipts at the terminal elevators during the opening weeks of December show

a decided slump and grain merchants are offering all sorts of special inducements to Western shippers to hurry the eastward movement before the close of navigation. Unless there is a decided increase within the next few weeks, grain men look for a busy two months at the opening of the season next year. Owing to the falling off in grain receipts the Lake Carriers' Association, which handles the direction of the gangs of grain scoopers, has been forced to lay off many men with the result that experienced scoopers are now drifting into other lines of work. William Kennedy, who has charge of the Buffalo grain office of the Lake Carriers' Association, said that because many of the terminal elevators have been lying idle for several days each week, the men are seeking other employment. Last year at this time large elevators along the waterfront were filled with grain and early in December there was less than 8,000,000 bushels in the local houses. Grain interests are now beginning to wonder whether or not the winter shortage fleet will be as large as in former years.

\* \* \*

Nisbet Grammer has been elected one of the directors of the Buffalo Club, the foremost club in the city. Mr. Grammer has been a member of the club for many years.

\* \* \*

Horace S. Noble, vice-president of the Great Lakes Transit Corporation, operating the largest fleet of grain carriers on the lakes, who has returned from a tour of the grain section of the Northwest, told the writer that grain is moving into the Duluth-Superior harbors very slowly but now that the farmers are unable to do much more plowing because the ground is beginning to freeze, they will direct their attention to moving their crops toward the Lake Superior shipping ports. Mr. Noble said the farmers had an unusual opportunity to do a lot of plowing this fall and there is every indication that the crops next year will break all previous records. The fact that the Government fixed the price of grain is one reason why farmers were slow in shipping it. Mr. Noble expressed the belief that the farmers realized they would get the same price later in the season so they directed their entire time and attention to ploughing the ground and preparing for next year's crop.

\* \* \*

Great rivalry exists between the general department and the inspection department of the Buffalo Corn Exchange and the bowling teams of these two branches of the 'Chague have had some interesting contests. Fred E. Pond, secretary of the Exchange, is captain of the general department team and P. D. Connors of the inspection department, is head of these pin artists.

\* \* \*

What is believed to be a world's record in handling wheat was established a short time ago at the Concrete-Central Elevators of Buffalo when they unloaded from the steamer *Michigan* a cargo of 388,000 bushels of wheat. Three legs were used and each leg worked an average of 7 hours and 7 minutes each. The three legs averaged 55,000 bushels an hour, including clean-ups. There were no stops from the time each leg started until it had finished. This performance marked the opening of the combined Concrete-Central Elevators with a total storage capacity of 4,500,000 bushels. The fourth leg of the structure went into operation early in December but was not used when this record was made.

\* \* \*

The work of unloading grain carriers at Buffalo was suspended on December 8 and continued for several days owing to the raging blizzard which swept the city. All transportation was crippled. Boats were held in port, trains were unable to operate and elevators were unable to handle the boats that were in port.

\* \* \*

Unnaturalized Austrians employed along the waterfront at Buffalo have been discharged under the order of the U. S. marshal for the western district of New York. Enemy aliens throughout the country are being barred from living or working in

waterfront districts, warehouses, terminals, etc. In Buffalo the order affected many grain scoopers working at the terminal elevators and in the holds of grain boats arriving at Buffalo. These men have been replaced by Americans and every precaution is being taken by the state and municipal authorities to protect the elevators and waterfront structures so vital to the grain trade of the country.

\* \* \*

Shippers of grain are vitally interested in negotiations now under way for the construction of a large fleet of barges to operate over the Erie Canal between Buffalo and Eastern tidewater points. Assurances have been given by the state authorities that the enlarged state waterway will be completed and ready for operation in the spring of 1918.

\* \* \*

There is concerted effort on the part of grain and elevator interests at Buffalo for the completion of the 10-mile strip in the canal between North Tonawanda and Buffalo. It is pointed out that by improving this short stretch of the canal, a new type of grain carrier would be evolved which could be loaded at the shipping terminals on the upper lakes and carry a cargo of grain down the lakes to Buffalo and through the Erie Canal to Eastern tide water points without change. This would eliminate elevator charges at Buffalo and would facilitate the movement of grain to Atlantic Coast points.

**NEW YORK**  
C. K. TRAFTON - CORRESPONDENT

**A**MONG the recent visitors on the New York Produce Exchange was a delegation of New England grain dealers, who came here primarily to meet officials of the Food Administration in order to discuss ways and means of bringing about relief of decidedly troublesome conditions growing out of a ruling issued by the Food Administration a few weeks previously. The ruling in question, prohibiting future sales of grain covering a period of more than 60 days after the date of the contract, while highly commendable inasmuch as it was adopted for the purpose of preventing unjustified operations in "futures" in order to establish at least a partial regulation on prices, turned out to be a serious obstacle to customary legitimate business operations. In short, the dealers in question, as well as many others whom they represented, had purchased corn and oats on the "to arrive" basis several weeks, if not months, before the ruling was enacted and in accordance with their long-standing custom had contracted to distribute the grain among their customers at stated intervals after its arrival; intervals which in many cases extended beyond the 60-day limit established by one Administration official.

Needless to say, the order came as a great shock to them and for the time being threw everything into confusion. A great variety of troubles was experienced or apprehended, and the absolute necessity of some remedial action became manifestly evident. Hence the following well known distributors constituted themselves a committee to come to New York to go into the matter with the officials: A. K. Tapper, W. E. Smith, F. A. Noyes, T. K. Parker, W. E. Hardy, A. I. Merigold, F. J. Ludwig, W. D. Fulton, and F. A. Cole; the last named being from Bridgeport, Conn., while all the others are in business in Boston.

After a number of conferences it was decided to leave the matter for decision to the newly appointed chief of the Coarse Grains Division of the U. S. Food Administration, John J. Stream, who had opened an office in this city and has been prominent in grain circles for many years, being at present a member of the Chicago grain firm of Shaffer & Stream. Subsequently a feeling of relief and gratification became universal in the trade

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

when it was announced officially that the ruling limiting forward sales to 60 days would not apply to contracts made prior to November 15.

\* \* \*

Members of the hay and grain trades in this city were greatly pleased recently to learn from their old associate Thomas M. Blake that his two sons, Thomas A. Blake and Joseph A. Blake, had arrived safely in France. Both young men are privates in the 161st Infantry.

\* \* \*

A notice was posted on the bulletin boards of the Produce Exchange recently to the effect that Robert E. Annin, an old and esteemed member of the grain trade, and once vice-president of the Exchange, had become associated with the Cosmopolitan Shipping Company, Inc. Mr. Annin will have charge of the sailing vessel department. His many friends believe that he will meet with much success in this new field as he has for many years been familiar with all branches of the shipping business.

\* \* \*

W. E. Pritchard, who is associated with his father, Emilio Pritchard, in the old commission firm of Pritchard & Son, has enlisted in the U. S. Naval Reserve, being appointed chief yeoman.

\* \* \*

Charles W. Forbes, who has been connected with the big brokerage firm of E. W. Wagner & Co., acting as one of their representatives on the Produce Exchange, has severed that connection and in the future will act as representative here for E. Lowitz & Co. of Chicago.

\* \* \*

Herbert W. Bienenskot, who has been acting as representative on the Produce Exchange for Simons, Day & Co., of Chicago, for about three months, is no longer connected with that firm.

\* \* \*

An interesting event on the Produce Exchange floor recently was the unfurling of a huge service flag, which hangs down from the big colored glass skylight in the center of the huge trading floor. The flag contains 160 stars, each representing some member or someone in the family of a member who is actively engaged in the service of the country, and demonstrates that the Exchange is doing its bit in an active way.

\* \* \*

The following well known members of the Chicago grain trade were among the recent visitors on the Produce Exchange: President Joseph P. Griffin of the Board of Trade; James A. Patten, H. J. Patten, Charles B. Pierce, Howard Jackson, A. Stanford White, E. F. Rosenbaum, Wm. Martin, and E. B. Harlan.

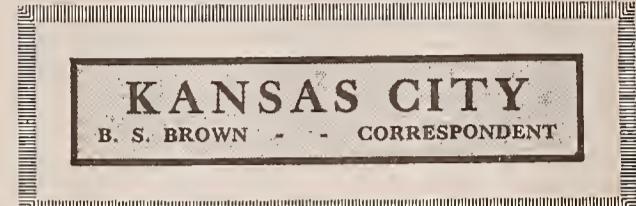
\* \* \*

The death was announced on the Produce Exchange early this month of Edward Elsworth, aged 53 years. Mr. Elsworth was president of the D. & C. Cereal Company of Brooklyn, but many years ago was connected with the H. O. Company of Buffalo. While with that company he invented the famous "Sunny Jim" limericks which were used in connection with the advertising of the Breakfast-food Force and probably enjoyed the most widespread popularity ever known for such a publicity feature. His death was extremely sudden and tragic as he had just bade farewell to his son who is an engineer and had left for service in France. It was assumed that the strain was too much for the father as it was evident that he had fainted while standing near an open window in his son's office on the eighth floor of a building on 43d Street and had fallen to the pavement below.

\* \* \*

The death was announced on the N. Y. Produce Exchange last month of George Hollister, aged 86 years, at his home in Corning, N. Y. Mr. Hollister was born in Windsor, Conn., in 1831 and was well known in grain circles before the Civil War, being a member of the old New York firm of Lane, Son & Co. He subsequently formed the firm of Hollister & Chamberlain, and following Mr. Chamberlain's withdrawal in 1878 he formed a partnership with his brother John under the style of Hollister & Co. In 1884 he became associated with Wm. N. Crane in the firm of Hollister, Crane &

Co., and following the retirement of Mr. Crane in 1899 he formed the firm of Hollister, Chase & Co. with Theo. B. Chase. After about 4 or 5 years this firm was dissolved and Mr. Hollister retired to Corning, after having been in business at one address, 90 Broad St., New York, for about 50 years, during which time he won an enviable reputation for business ability and sterling integrity.



KANSAS CITY grain receipts took a spurt in November, wheat arrivals being 3,225,150 bushels—which was about 31,000 more than October, even though it was less than half the wheat receipts of November, 1916, and the smallest total since 1913. Corn came in really large volume, with more than 1,500,000 bushels, and oats arrivals were nearly 2,000,000 bushels, and the largest in 10 years. The wheat was chiefly absorbed by the local mills, which made an unprecedented amount of flour; and stocks managed to gain 688,862 bushels, the total in Kansas City elevators being now over a million bushels—pitifully small compared with the 11,000,000 stocks this time last year, and the more than 20,000,000 capacity.

Corn coming to Kansas City was subject to just criticism in the early days of the movement—soft, heating, and in large part not only hard to handle but of low grade. Some days there were scores of cars of ear corn. But the quality is rapidly improving, and many cars of really good corn are coming now, some recently having graded No. 2.

\* \* \*

The records are still being made on oats cars. One came in late in November from the Farmers' Co-operative Grain Company, Cordova, Neb., handled by the Scoular-Bishop Grain Company, that had 3,122 bushels and 16 pounds.

\* \* \*

H. J. Diffenbaugh was chairman of the committee which raised a Y. M. C. A. fund among the Board of Trade members; the other committeemen were G. S. Carkener, G. H. Davis, B. L. Hargis, R. J. Thresher, J. J. Walcott, John Fennelly and E. W. Kidder.

\* \* \*

B. C. Moore tried to go to Mexico City recently; he got as far as northern Mexico and obtained some interesting information on the grain situation there—but bandits blew up a train on the route to the capital, so he came back home.

\* \* \*

The funeral of Robert C. House, former vice-president of the Kemper Mill & Elevator Company, who died November 27, in St. Joseph, Mo., was held in Kansas City, November 30. He is survived by a widow and two children. Mr. House was 36 years old, and had been in the grain business for 20 years.

\* \* \*

H. C. Sommers of Abilene, Kan., is one of the former grain men who has been advanced in his army career. He received a commission as first lieutenant of artillery, at Fort Sheridan. Mr. Sommers formerly traveled for the Roahen Grain Company.

\* \* \*

R. R. DeArmond, a member of the Kansas City Board of Trade, formerly with the Russell Grain Company, received a commission as second lieutenant at Fort Sheridan.

\* \* \*

Kansas City—and Kansas—have been affected by many fuel shortages this winter. In the city there has been a shortage of natural gas, that hit householders hardest, though the use of natural gas for furnaces of any kind has been interdicted, causing some small factories to go to coal or oil. The coal

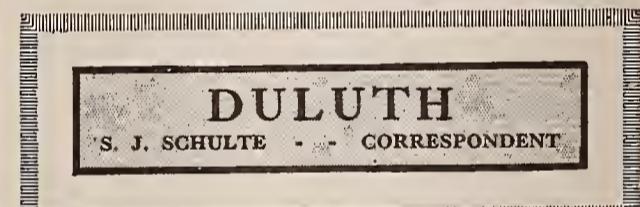
shortage kept many manufacturers on the anxious seat, though no firm actually had to suspend operations because of lack of coal. The Kansas City Railways Company cut down on its street car service, and the Kansas City Light and Power Company, which gets much current from the railways company, shut off the lights several evenings during rush hours on street cars, because coal was running short and had to be conserved. For several months large users of current have been arranging work at their plants so that they would not take current either mornings or evenings while the load on the street car company was heaviest. The power company will have additional equipment by the first of the year, so that elevators and other firms taking current, may possibly get back on their regular schedules, and be sure of power.

\* \* \*

Kansas has come up to the scratch with nearly 9,500,000 acres planted to wheat. It is reported that the wheat generally is in pretty fair condition, though dry in spots. It is now urged that the farmers have nobly done their duty by planting this large acreage, after the loss of 6,000,000 acres this past year; and the question of harvesting it must be solved by the Government.

\* \* \*

Congestion and shortage of freight cars is still troubling this district, with prospects that the situation will be worse with the advance of winter, and the usual obstacles to transportation during that season. Many tricks are being reported for getting cars when sorely needed—though naturally such devices are not being advertised. Possibly the systems were merely conceived, and never used. As a rule the shippers are taking what they can get and trusting to the eventual success of the Government's plans for regulating distribution of cars. At first the assignments of coal by fuel administrators did not always do apparent justice, but cooperation is being brought about between industries and the administrators, so that complaints are few.



SUPPLIES of all grains in Duluth elevators were practically cleaned up when the regular season of lake navigation closed. On December 1 less than 1,000,000 bushels remained on hand, and subsequent shipments accounted for everything but approximately 200,000 bushels. When it is remembered that the capacity of the elevators at the Head of the Lakes is over 33,000,000 bushels, it can be readily understood that the bins were pretty thoroughly swept out. This is the first time in the history of the trade at this point that elevator stores have been reduced to such a low ebb. Operators are, however, hopeful of a substantial movement of grain from farmers' hands developing during the winter months.

Reports received from interior elevator points over the territory indicate that a fair amount of grain is being carried in some districts. Marketings by farmers have also been showing improvement of late, and it is believed that offerings from first hands will mount up to a good volume between now and the opening of the navigation season next spring. The shortage of cars has been the fly in the ointment all along this fall, apart from a disposition on the part of farmers to push along their fall plowing up till as late a period as possible at the expense of deferring the season's grain marketing, but dealers were cheered up this week by a wire from an official of the Food Administration at Washington intimating that arrangements are being made for a supply of 10,000 freight cars to take care of the grain movement over the Northwest during the winter months.

\* \* \*

Operators at Duluth are looking forward to a run of grain from the Canadian Northwest this way

between now and the spring. It is admitted that a large proportion of the grain in the three Western provinces across the border is still in farmers' hands and predictions are made that with the run to be expected from now on the elevators at Fort William and Port Arthur will become plugged up early next February, and that subsequently an outlet may be sought at this point. Officials of the Capitol Elevator Company at Duluth, who have been looking into the probability of Canadian grain coming this way, are reported to be so satisfied on that score that the bonding of one of the company's elevators for that trade is under contemplation. Two seasons ago the movement of Canadian grain this way was heavy during the winter months, and it is confidently believed that history will repeat itself this crop year.

\* \* \*

An interesting recent trade development on this market was the withdrawal of the fixed price on No. 3 Northern spring wheat under an order of the Food Administration, and it is now being bought at prices fixed by the Duluth Board of Trade grain committee that has charge of the fixing of the discounts on low grade and smutty wheat. This change came as a result of complaints made to the Food Administration Grain Corporation on the score of millers having been favored in the lineup of the wheat grades and of the penalties imposed for impurities and mixtures being excessive, in the opinion of growers. Grain receivers at Duluth are receiving considerable correspondence from growers over the Northwest on that topic, and in some quarters it is asserted that unless changes are made in the discounts and basis of arriving at the values of what grading below Nos. 1 and 2 Northern, the acreage seeded to wheat in Minnesota and North Dakota next spring will be curtailed in favor of larger seedings of coarse grains.

\* \* \*

In compliance with an order issued by G. H. Tunnell, chief Minnesota state grain inspector, re-inspection fees on all kinds of grain on the Duluth market, have advanced \$1 to \$2 per car or 1,000 bushels. Inspection and weighing fees for the handling of grain in carlots and cargoes have been advanced from 75 cents to \$1 per car, or 1,000 bushels, on all grains except flaxseed and corn. On flaxseed and corn, the fee is now \$1.25 per car or 1,000 bushels.

\* \* \*

Horace Jackson, of Jackson Bros., Chicago, was warmly greeted by a wide circle of friends upon the occasion of a recent visit by him on the floor of the Duluth Board of Trade. In discussing the general trading and grain marketing situation, he stoutly upheld the attitude of the Chicago Board of Trade in connection with trading in futures in coarse grains. "Had it not been for the marketing machinery afforded in trading in futures, the Government would not have been able to purchase more than one-tenth of the quantity of oats its buyers have picked up during the fall months," he asserted. The advance in prices thus brought about attracted the interest of growers and led to a rush of marketing that would not otherwise have come about, in Mr. Jackson's opinion.

\* \* \*

The McGuire-Haley Company here recently received a sample of grain grown in the Far North along the line of the road now being built to Hudson's Bay. It graded No. 1 dark Northern and weighed 64 pounds. Under the old system of inspection, it would have graded No. 1 hard. A large quantity of grain is reported to have been harvested up in that territory last season, and the farmers there are wrestling with the problem of getting it to the markets.

\* \* \*

Business in feeds of all kinds is active, according to R. M. White, of the White Grain Company. An unusual situation has been brought about in this territory through the spotty nature of the hay crop last season. Many districts that have usually been heavy hay shippers have been calling for supplies during the last few weeks to keep their cattle going. In some sections dairymen are being com-

elled to dispose of many of their cows on account of the feed problem.

\* \* \*

Specialists in coarse grain on the Duluth market have been busy during the last few weeks. The Itasca Elevator Company has been setting the pace in the barley market, having had an order for a substantial tonnage for Eastern shipment. Buying to fill it acted as an exhilarator in the local trade from day to day after a period of weakness in barley that developed a month ago.

\* \* \*

G. H. Spencer, secretary of the Consolidated Elevator Company, was included in the list of those called out for duty on the Minnesota Home Guards on the occasion of the recent trouble at the Twin Cities in connection with the street car employees' strike. Parker Paine, agent for Logan & Bryan on the Duluth Board, also answered the call for service with the Home Guards.

\* \* \*

H. J. LaBree, of the Becher-LaBree Company, has completed a close investigation of the grain supplies situation over the Northwest. He is of the opinion that forty per cent of last season's grain crop still remains in farmers' hands, and his information is North Dakota and western Minnesota. Many elevators on branch lines of the railroads are plugged up on account of the inability of farmers to obtain cars for making shipments to the terminal markets.



HANDLING the new corn crop has been a big task for the elevator men of Louisville and vicinity this season, there being several factors to be considered. First, the burning last spring of the plant of the Kentucky Public Elevator Company left several local grain jobbers without regular elevator facilities. Again, the corn crop was so heavy and full of moisture due to being cut before full maturity, that there has been a big demand for proper drying and storage, and the driers have been operating on solid 24 hour basis for some time. The new corn has run a very high percentage of moisture, and has been grading as "Cool and Sweet," somewhere below No. 4 grade. Much of the worst stock has been marketed, and the offerings at the present time are somewhat better. In early November corn was purchased at several points at around \$1 a bushel, but prices have been advanced considerably at that time. However, handling the new crop is a big job, and from the moisture standpoint it is the worst crop of years in this section.

\* \* \*

Early in the season there was not much demand for corn, buyers preferring to wait for the more mature or better corn, and passing up the early offerings. However, the demand has picked up for both corn and oats, and it is needless to say that wheat can't be shipped fast enough to supply the demand. Old corn is entirely off the market, and extra high-class white corn of the old crop can't be had at any price. Incidentally there has been a big demand for yellow corn during the last few weeks. Yellow corn matured earlier than white or mixed, but it has been found that small crops were planted of yellow, and there is a scarcity. Instead of white corn being at a premium over yellow, the latter is commanding a 20 cent margin over white and mixed, and can hardly be supplied at that.

\* \* \*

Elevator and mill men of Louisville claim that practically all of the Kentucky and southern Indiana wheat is now out of the hands of the farmers, and that this is also true of the entire Southeastern district. Few mills have supplies on hand for more

than two or three weeks run at the most, and wheat from the North and West is proving an elusive commodity. On the other hand the demand for flour is so great in the South and Southwest that the mills are operating full 24 hours, and full capacity. There has been a better demand for low grades and feed than for the better grades, and low-grade flours have been dropped in price. The Government has been buying flour during the month, several good contracts having been landed in the South.

\* \* \*

Enormous increases in the wheat acreage in Kentucky is shown by a report now in the hands of Geoffrey Morgan, state agricultural agent of Lexington, Ky., who has made up his report from figures prepared by 34 county agents in the state. This report shows an average increase of 97 per cent in the acreage of wheat sown in these 34 counties, which include most of the wheat growing districts of the state. Incidentally the mountain districts have come to bat in fine shape and have been the largest producers of additional wheat acreage. The reports have been made up to cover approximately 8,000 farms in these counties.

\* \* \*

A get-rich-quick scheme framed by M. Francisco Le LaVega Ehemendia, of Santiago, Cuba, against the Anglo-American Mill Company, of Owensboro, Ky., manufacturers of milling machinery, was recently nipped in the bud by Federal postoffice inspectors, who managed to catch the crook and place him under arrest at Santiago. The culprit some time ago sent the company \$2,900 in Cuban money orders, stating that he wished the amount placed to his account, as he shortly intended buying some machinery. The 29 \$100-postoffice orders were cashed and the money credited to his account. A few days later a letter was received from the Cuban in which he stated that he had discovered in the catalog that \$50 would bind a contract on a machine up to date of delivery, and that as he had immediate use for the money he was drawing on the concern for \$2,850 and would leave \$50 standing to bind the contract until the mill was shipped. Before the draft arrived the postoffice department found that the money orders had been forged, and blocked the deal.

\* \* \*

Traffic conditions are giving much trouble at the present time, it being a hard matter to obtain car requirements within a reasonable length of time. Cars to ship products out of Louisville are fairly easy to obtain, but in rural districts long waits are met with in obtaining cars to ship hay, corn, oats, wheat, feed, etc., to the centers, and much delay is being met within some of the milling centers in obtaining cars for shipping feed to the Louisville districts. This has resulted in receipts being rather light, and prices high due to a big demand. The car shortage in the South is much worse than it is north of the Ohio River. Shippers are making the best of a bad situation, however, and believe that by the first of the year things will be much better. The recent pooling of the equipment of the Eastern lines is expected to relieve congestion and supply more rolling stock, thus lifting embargoes at Louisville, Cincinnati and other points against shipments into the East.

\* \* \*

Hay prices in Louisville during the past month have been the highest known in years. Receipts are very light, and for the most part are coming from Indiana, Illinois and Ohio, Kentucky hay having been practically exhausted. Shortage of cars to handle hay, coupled with a good local demand and some good orders placed by the Government for the local cantonment, have been responsible for the shortage locally.

\* \* \*

Prospects are for a resumption of grain demand from distillers manufacturing alcohol within a very short time. These plants for the most part have been down for several months, but the supply of grain alcohol is running light and even with grain prices out of sight the chances are that a good deal of alcohol will be produced in Kentucky, and a number of plants are now being put in shape. It is

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

said that the 1918 session of the Kentucky Legislature will probably put whisky manufacturing out of commission for all time to come in the state. The fall elections in Louisville and in the state were generally favorable to the prohibition party, and with the liquor men without prospects for further business until the close of the war it is hardly thought that the usual strong fight will be made against prohibition. It appears very much as though the dry element will have control of the legislature at the coming session, which will convene in January.

\* \* \*

Former Senator Johnson M. Camden, of Versailles, Ky., head of the Farmers' Union Mills & Elevator Company, has gone to Johns Hopkins Hospital, to take special treatment, having been in bad health for the past two years. Senator Camden served in Washington only a few years ago. He is also president of the Kentucky State Racing Commission, and the owner of a fine Bluegrass stock farm.

\* \* \*

G. Breaux Ballard, of the Ballard & Ballard Company was recently graduated from the Officers' Reserve Training Camp, at Ft. Benjamin Harrison, Indianapolis, and the artillery department at Fortress Monroe as a captain of artillery. Mr. Ballard managed the company's wheat department before going to camp.

\* \* \*

Announcement has been made to the effect that the recently incorporated Daugherty-Vincent Grain Company, of Nashville, Tenn., capital \$500,000, has named the following officers: J. A. Daugherty, president; J. W. Daugherty, vice-president; and Charles H. Vincent, secretary-manager.

\* \* \*

The Tennessee Grain Company, a \$70,000 corporation, has purchased the old Klyce Elevator, at Dyersburg, Tenn., and has chartered the Dyersburg Milling Company, as an operating company. The mill has a capacity of 50,000 bushels and will handle corn. H. A. Klyce is president and M. W. Ewell secretary-manager of the Dyersburg company.

pany office, also enlisted this week in the radio department. Harry C. Shaw, traveling freight agent for the Big Four, will take the position vacated by him.

\* \* \*

John M. Flynn, president of the Mid-West Grain Company, attended the meeting of elevator operators in Chicago last week.

**CINCINNATI**  
K. C. CRAIN - CORRESPONDENT

ONE of the most sensational reports dealing with the fire hazard in connection with the grain trade that has ever been issued was that published recently by State Fire Marshal T. A. Fleming, who declared that 5,000,000 bushels of grain are daily jeopardized in Cincinnati through the failure to take proper precautions against fire. No names were mentioned, but it was declared that if the conditions detailed in the report are not remedied, action of a drastic nature may be taken. The report covered inspections made by deputies of the fire-marshall's office, who visited every grain elevator and flour mill in Cincinnati, aided by local fire-department officials and inspectors. It revealed in detail failure to observe precautions against fire arising from leaving inflammable material about, neglect of electrical apparatus, dangerous contact of boiler rooms, smokestacks, etc., and failure to provide protection against incendiarism, as well as to provide fire-fighting equipment of a suitable nature. The real danger which exists from incendiaries was recently shown in a striking manner by the blaze which did so much damage at the Government hay-compressing plant operated by Early & Daniel, which was unquestionably the work of an enemy alien.

The report created much interest among the trade, as might be expected, and while there was a little criticism, the general feeling was that it was best that such conditions, if existing, should be known and remedied. The report has accordingly had the salutary effect of calling the attention of grain men to fire hazards which have become almost the rule around elevators and warehouses, and which members of the trade have become so accustomed to as to neglect. Many of the conditions criticized in the report have already been remedied, as far as possible, although it is pointed out that modern facilities for the storage of all of the immense quantities of grain moving nowadays are always not available. Military guards have also been placed around plants where this seems advisable, with instructions to shoot to kill if necessary. On the whole, it is certain that danger of a repetition of the Early & Daniel fire has been much lessened by the measures taken.

Repair and remodeling work at the Riverside plant where the Early & Daniel Company has been compressing hay for the Government enabled the company to resume operations with a loss of only about three weeks. The work was rushed with all possible dispatch, on account of the urgent need for the continuation of the compressing operations. Fortunately, the machinery for compressing the hay was not much damaged, although at first it was feared that the damage would be serious; and as the machinery was the principal factor in the work, it was possible to resume operations much sooner than was expected. Capt. Samuel G. Sauer, of Kansas City, is supervising the work on behalf of the Quartermaster Corps of the Army, and according to him about 1,200 tons of hay are to be compressed by the company before its present contract expires, after which it is understood that Capt. Sauer will purchase hay for the Army and have it compressed at the plant under an arrangement which has been agreed upon.

\* \* \*

According to the report of the Ohio Board of Agriculture for December the condition of the wheat crop is not such as to make its safety during the

remainder of the winter a matter of certainty. The estimate for the crop is 84 per cent of average, this relatively low figure being attributed to the long drought which prevailed following seeding, preventing the crop from getting a good start. There is little damage by Hessian fly. The estimate of the corn crop for the year, which in November placed the average product at 32 bushels to the acre, proved to be a trifle short, as the actual figures so far received indicate an average of 36 bushels. On this basis the Ohio crop amounts to 122,204,661 bushels, far in excess of the 10-year average, and exceeding last year's crop by 27,269,498 bushels. While much of the crop is soft and unmerchantable, this being estimated as high as 39 per cent, the remainder will go far toward helping out the national need for cereals.

\* \* \*

The Grain and Hay Exchange has received instructions from the Food Administration Grain Corporation to the effect that all elevator companies must stamp the license number given to them by the Government on all warehouse receipts handled by them, in order to furnish evidence that the transaction is authorized.

\* \* \*

Edward A. Smith resigned recently as general manager of the Union Grain & Hay Company to take charge of the hay department opened by Max Blumenthal following the installation of the plugging system on the Cincinnati market. This is one of several similar indications of the marked stimulation to the hay end of the trade resulting from the new system.

\* \* \*

An interesting proof of the co-operation now going on between the United States and its Canadian ally is the arrangement recently announced in Cincinnati, following a conference attended by local customs officials and hay men, especially those importing Canadian hay. Under this arrangement the local revenue officials agree to accept the weights certified to by the Central Freight Inspection Bureau of Weighing as the basis for the duty levied on such imports, and the weighing will be done on track scales in the Cincinnati yards, the authorities waiving weighing by a Federal inspector. This will greatly expedite business at the Cincinnati market, as receipts of Canadian hay are running from 25 to 50 carloads a day, and it has proved difficult for a Federal inspector to weigh them with sufficient rapidity to enable business to be conducted as desired.

**ST. JOSEPH**  
ALLAN T. WEST - CORRESPONDENT

MUCH satisfaction was shown on the receipt of advice from the Law Department of the Food Administration Grain Corporation stating that contracts on corn and oats made prior to November 15, of over 60 days' duration were valid and should be performed. Local dealers had cancelled large contracts on the strength of previous rulings and were uncertain as to what their rights were in the matter but the recent message from the Food Administration Grain Corporation cleared the aspect of the situation.

\* \* \*

Receipts of corn at this market are improving steadily while wheat and oats are declining. The quality of corn is improving and there is not as much soft corn being received as there was several weeks ago. The demand for corn is holding up in good shape and two of the local firms have installed shellers recently and are taking care of most of the ear corn shipped to this market. All the St. Joseph grain men and millers are doing their utmost to load cars to capacity and there have been but few complaints from the roads in regard to light loading.

\* \* \*

Several of the St. Joseph boys journeyed down to Atchison, Kan., last Tuesday night to attend a special meeting of the Kansas Grain Dealers under the auspices of the Atchison Board of Trade.

\* \* \*

James A. Helm, son of Geo. W. Helm, vice-president of the local Exchange, has enlisted in the Navy and left this week for the training station. Russell Cox, chief clerk in the Elwood Grain Com-

**ST. LOUIS**  
R. O. JOHNSON - CORRESPONDENT

TRADE in corn and oats here has been on a limited scale for some time, and there is no indication that betterment will develop unless the maximum of \$1.28 on the May option is raised to permit new trades, as well as settlement of old deals as was suggested some time ago, or the market gets a setback on increased receipts, or some other news that will carry the May option more than 8 cents below the maximum as it is at present.

The limited range is not to the liking of buyers, who know that the high prices now prevailing the world over might be overturned overnight should a decisive victory on the Western front indicate that peace might come before the next harvest is marketed. Since oats have mounted above 75 cents, there also has been less inducement to speculate, as it is hard for the trade to follow the buying side after an advance in prices of over 15 cents in about a month. The opinion prevails here that a check will be placed on oats trading if the advance is not halted shortly, and the gloom of the trade would be decidedly deepened by such action.

Receipts of both corn and oats in this market have been unusually light, especially recently, ow-

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

395

ing to the blizzard and cold weather over the country. The advance in prices seems to have no influence on the farmer, so far as rushing his supplies of grain to market is concerned, and there are many traders here now that assert that sooner or later the Government will have to commandeer stocks of all grains on the farms.

Several houses here have been doing a large business in cash oats for the Government, and have handled a large percentage of the receipts in this market. There also has been considerable buying of corn here for Government needs.

\* \* \*

Collections for St. Louis hospitals made on the floor of the Merchants' Exchange recently, totaled over \$800, and were the largest ever received from this source, according to Secretary Eugene Smith. Mrs. Smith, Mrs. Roger Annan, Jr., Mrs. J. O. Ballard and Mrs. Charles L. Niemeier aided materially in enlarging the total.

\* \* \*

The news that Trave Elmore, vice-president and manager of the Elmore-Schultz Grain Company, St. Louis, had met death in an automobile accident, on Thanksgiving evening, November 29, came as a great shock to the grain trade. Trave was one of the leading members of the Merchants Exchange of St. Louis and was elected a director of the Exchange at the annual election in December, 1916. He was a member of the Grain Clearing Company,



TRAVE ELMORE

the Missouri Athletic Association, The Traffic Club, The Grain Club of the Merchants Exchange, The Automobile Club, and had always taken a prominent part in the affairs of the Lincoln Highway Association. He was a Knight Templar Mason and belonged to the Ansar Shrine at Springfield, Ill.

The rostrum of the Merchants Exchange was draped in mourning for the first time in its history in honor of the death of a director. The Grain Club's annual meeting was also adjourned one week on account of his death. In such high esteem was Trave held that a large number of his fellow members of the Exchange arranged for a special train in order for them to attend his funeral which was held on Sunday, December 2, at Ashland, Ill. Hundreds of telegrams and letters have poured in to the office of Elmore-Schultz Grain Company testifying to the warm friendships he had.

At the time of his death he was 39 years old, having been born near Ashland, Ill., in 1878. He had resided in St. Louis about 6 years. He leaves a wife and three children, his father, V. C. Elmore, and four sisters.

\* \* \*

The Merchants Exchange, on December 12, voted to make the membership dues semi-annual, and provided "the annual assessment shall be due and

payable at the office of the Merchants Exchange in semi-annual installments on the first business day of January and the first business day of July of each year, and any member failing to pay his dues before the 15th day of the respective months in which the installment is due, shall no longer be entitled to the privileges of the exchange or to any benefits under its rules, and shall be excluded from the Exchange rooms until the assessment is paid."

The Exchange also voted to permit deliveries on contracts from cars during the last 6 business days of any delivery month, within the switching limits of St. Louis or East St. Louis.

## RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of November, 1917:

**BALTIMORE**—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus...	2,234,709	3,305,342	881,703
Corn, bus...	220,078	710,629	689,428
Oats, bus...	1,751,819	1,811,745	925,218
Barley, bus...	5,951	244,769	1,666,943
Rye, bus...	889,981	1,621,294	1,206,982
Hay, tons...	6,617	4,426	1,368
Flour, bbls...	316,370	370,878	291,733

**BUFFALO**—Reported by the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus...	18,778,944	11,482,578	.....
Oats, bus...	166,400	783,107	.....
Barley, bus...	1,859,553	2,907,333	.....
Rye, bus...	476,500	180,246	.....
Flax s'd, bus...	459,067	.....	.....
Flour, bbls...	847,970	.....	.....

**CHICAGO**—Reported by W. M. Blowney, acting secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus...	2,276,000	6,336,000	840,000
Corn, bus...	4,851,000	8,604,000	981,000
Oats, bus...	13,634,000	12,353,000	9,257,000
Barley, bus...	2,590,000	3,588,000	659,000
Rye, bus...	500,000	796,000	327,000
Timothy seed, lbs...	2,966,000	3,989,000	1,511,000
Clover seed, lbs...	1,149,000	995,000	430,000
Other grass seed, lbs...	3,227,000	3,175,000	565,000
Flax s'd, bus...	239,000	176,000	5,000
Broom corn, lbs...	3,080,000	4,045,000	1,524,000
Hay, tons...	36,883	21,287	5,023
Flour, bbls...	862,000	820,000	781,000

**CINCINNATI**—Reported by C. R. Hibble, executive secretary of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus...	726,003	475,747	711,409
Corn, bus...	393,904	809,690	138,907
Oats, bus...	515,005	289,699	491,149
Barley, bus...	207,762	100,192	13,950
Rye, bus...	72,765	59,475	51,785
Timothy seed, lbs...	2,139	8,088	2,141
Clover seed, lbs...	1,028	2,042	1,079
Other grass seed, lbs...	13,725	14,357	11,662
Flax s'd, bus...	.....	10	98
Broom corn, lbs...	351,577	276,322	139,412
Hay, tons...	29,821	15,990	23,900
Flour, bbls...	196,327	138,436	135,771

**CLEVELAND**—Reported by D. F. Hurd, traffic commissioner of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, 1/2 Lake bu. 1/2 Rail...	446,000	370,000	36,833
Corn, bus...	105,752	109,555	67,817
Oats, bus...	77,285	169,855	1,700
Barley, bus...	325,336	403,698	91,651
Rye, bus...	2,104	4,308	.....
Flax s'd, bus...	32,222	65,259	12,727
Lake...	96,865	.....	8,357
Hay, tons...	4,353	2,727	67
Flour, bbls...	69,989	60,207	7,180

**DETROIT**—Reported by M. S. Donovan, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus...	250,000	229,000	33,000
Corn, bus...	82,000	319,000	12,000
Oats, bus...	290,000	216,000	23,000
Rye, bus...	59,000	49,000	4,000
Flour, bbls...	24,000	26,000	33,000

**DULUTH**—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus...	4,489,973	5,276,466	4,270,691
Oats, bus...	108,556	930,891	182,530
Barley, bus...	707,061	1,773,505	1,607,639
Rye, bus...	261,014	335,170	1,094,260
Flax s'd, bus...	838,407	3,647,768	375,593
Flour, bbls... received...	818,950	749,830	960,265
Flour, bbls... produced...	161,030	138,870	1,087,945

**INDIANAPOLIS**—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916

ELEVATOR AND  
GRAIN NEWS

## IOWA

John Ahart has built an elevator at Denison, Iowa.

A new grain elevator is to be erected at Onawa, Iowa.

A corn elevator is being built at Zearing, Iowa, by B. J. Pulley.

A new grain house is being built at Orient, Iowa, by Sumner White.

Ed. Hill has traded his elevator at Shambaugh, Iowa, for farm land.

Work has been completed on the new Farmers' Elevator at Stout, Iowa.

Improvements are being made on the Farmers' Elevator at Aurelia, Iowa.

Probably a new \$15,000 grain elevator will be built at Muscatine, Iowa.

A large addition is being built to the elevator of Stokes & Milton at Manson, Iowa.

A \$12,000 elevator is being built at Greenfield, Iowa, by the White Grain Company.

H. L. McCombs has combined his grain and fuel business situated at De Soto, Iowa.

D. Milligan & Co., will build an additional elevator at Grand Junction, Iowa, near the old elevator at that place.

J. K. McAndrew has sold out his elevator, located at Max (mail Sanborn), Iowa, to G. E. Hiner of Moneta.

The new 20,000-bushel elevator of the Independent Elevator Company at Alden, Iowa, has been completed.

The Geneva Elevator Company of Geneva, Iowa, has changed its name to that of the Farmers' Elevator Company.

The contract has been let by the Farmers' Elevator Company for a new elevator to be constructed at Kesley, Iowa.

The E. Rothschild Company has been succeeded by the Rothschild Grain Company with headquarters at Atlantic, Iowa.

The charter of the Farmers' Grain Company of McCallburg, Iowa, has been amended, capital stock now being \$50,000.

A new addition has been built by Burke & Stephenson to their Dayton, Iowa, elevator to facilitate the handling of corn.

S. T. Rhode & Co., are remodeling their elevator at Randolph, Iowa, and adding a cleaner, sheller, hopper scale and electric motor.

A large concrete unloading dock is being built by the Kunze Grain Company of Iowa Falls, Iowa, along the track near its elevator.

The elevator at Clark (mail Strahan), Iowa, formerly owned by the Van Buskirk of Shenandoah has been purchased by H. L. Aden.

An addition is being built to the office of the Des Moines Elevator Company of Adaza, Iowa. A corn storage room is also to be built.

A drying plant with a capacity of 16,800 bushels of corn daily has been installed by the Cedar Rapids Grain Company of Cedar Rapids, Iowa.

William Claussen has installed an 8-inch belt conveyor in his pop-corn crib at Wall Lake, Iowa. It is to be driven by a 5-horsepower motor.

The McKee Grain Company has succeeded McKee & Abbott at Conesville, Iowa. Jas. McKee purchased the interest of Mr. Abbott in the latter concern.

The Dressen & Rheder Lumber & Elevator business at Gladbrook, Iowa, will be purchased in the near future, in all probability, by farmers in that neighborhood.

The elevator of the Quaker Oats Company at Edna, Iowa, has been reshingled and other improvements have been made. G. Thomas has succeeded S. G. Harsh as agent.

A new office has been built to the plant of the Farmers' Elevator Company of Lanyon, Iowa. The elevator has been re-sided and re-roofed and equipped with new belts, cups, dump and scale.

A committee of stockholders of the former Sioux City Terminal Elevator Company of Sioux City, Iowa, are making strenuous efforts to interest men of that city in the erection of another terminal grain

elevator there. O. J. Moore is chairman of the committee.

The H. F. Dohrman Elevator at Farnhamville, Iowa, is being remodeled and enlarged. An automatic weighing device is being installed, capacity of elevator cups is to be doubled and a large belt installed.

A storage tank, office building and warehouse is to be constructed at Cedar Rapids, Iowa, for the Quaker Oats Company. The warehouse is to cost from \$25,000 to \$30,000; other buildings, \$15,000 to \$20,000.

The new and modern Farmers' Co-operative Elevator at Griswold, Iowa, is completed and ready for operation. Ross E. Pittman has been engaged as manager. Equipment includes a Howe Dump, automatic scale and cleaner.

## ILLINOIS

The farmers around Hull, Ill., will build a grain elevator there.

The elevator of the DeLong Bros. at Sadorus, Ill., is being remodeled.

An addition is to be built to the elevator of Wood Bros. at Gifford, Ill.

Thos. W. Abrams is building a new grain elevator plant at Tuscola, Ill.

C. L. Smith has purchased M. B. Myers' Elevator at Craig (mail Maroa), Ill.

An addition is being built to the elevator of Paul Kuhn & Co., of Riola, Ill.

H. Klendworth and J. G. Vissering have built a new grain elevator at Dana, Ill.

New corn cribs have been built by the Bethany Grain Company of Bethany, Ill.

The Martin Kennedy Elevator at Creston, Ill., has been purchased by D. L. Mowbry.

E. T. Harrison succeeds Hairgrove & Harrison at Waverly, Ill., in the grain business.

Scholer & Weedman of Farmer City, Ill., have just installed a No. 4 Hess Grain Drier.

The Shellabarger Elevator Company of Decatur, Ill., has added two Hess Driers to its equipment.

A grain cleaner has been installed by the Farmers' Elevator Company of Fairview, Ill., in its elevator.

A. B. Memmen's South Elevator at Minonk, Ill., has been taken over by W. G. Sutton.

Work on the new Bader Elevator at Prairie City, Ill., has been started.

A modern elevator is to be built at Rochester, Ill., for the Berry & Breckenridge Farmers' Grain Company.

New equipment is being installed by the McFaddin Grain Company in its corn cribs at Oakford, Ill.

The elevator of H. I. Masters at Carlinville, Ill., has been sold to A. C. Brown, who will continue operating it.

McFadden & Co., of Kilbourne, Ill., are erecting a new concrete elevator 75 feet in diameter and 85 feet high.

Additional corn cribs are being built for the Middletown Grain & Coal Company operating at Middletown, Ill.

The Lanesville Farmers' Grain Company, Lanesville, Ill., succeeds Metcalf & Kinahan in the grain business there.

The Allen & Davis Company has purchased the Ruple Elevator located at Chesterville, Ill., for the consideration of \$15,000.

The new 40,000-bushel elevator of the Elwood (Ill.) Farmers' Grain Company has been completed. F. A. Deutschman is to be manager.

Extensive improvements are being made by the Forest City Grain Company of Forest City, Ill. Its \$10,000 elevator has been completed.

The Heaton Farmers' Elevator Company of Heaton (Hooperston p. o.), Ill., has improved its plant by the installation of a Hess Grain Drier.

The grain elevator at Fitchmoor (mail Mendota), Ill., has been purchased by H. C. Moore. The plant will be operated as the Fitchmoor Grain Company.

A modern grain drier has been purchased by the Horner-Gyles Grain Company of Saybrook, Ill., which the company will install in its grain eleva-

A new elevator is being built west of Virden, Ill., by L. C. Canham of Springfield. The plant will be 55 feet high and have a capacity of 20,000 bushels. The elevator will be equipped with modern handling and weighing facilities.

Gilbert Vennum, F. M. Endsley and John G. Tuller have incorporated at Milford, Ill., as the Milford Farmers' Elevator Company. Capital stock is \$25,000.

At Tabor, Ill., D. L. Dunbar, Fred Hederich, C. A. Peabody and L. E. Peck have incorporated as the Farmers' Grain & Produce Company. The capital stock is \$15,000.

C. E. and J. A. Davis have purchased their brother's interest in the two elevators at Cadwell and the one at Chippes (no p. o.), Ill. John Davis will be in charge of the plants.

A 35-horsepower electric motor has been installed in the elevator of the Farmers' Elevator & Mercantile Company at Winchester, Ill. The motor replaces a gas engine.

The Farmers' Elevator at Rooks Creek (Pontiac p. o.), Ill., has been remodeled. An automatic scale has been installed together with a dust collector, elevator leg and boot and a manlift.

The interest of W. R. Jewison in the grain elevator business of Sullivan & Jewison at Industry, Ill., has been purchased by Bain Sullivan. The company now operates as Bain Sullivan & Co.

## OHIO AND MICHIGAN

A new elevator is to be built at Larue, Ohio, by J. P. Barnhouse & Son.

Belden & Co., of Charlotte, Mich., have installed a second Hess Drier in their plant.

Dilgert & Snyder will equip their elevator at West Rushville, Ohio, with a wheat cleaner.

The Bowersville, Ohio, plant of the Xenia Grain Company has been leased to D. L. Early.

The Maple Grove Farmers' Elevator Company is erecting a new elevator at Maple Grove, Ohio.

A No. 6 Hess Drier has just been installed in the Union Depot Elevator located at Detroit, Mich.

Chatterton & Son have purchased a large No. 4 Hess Drier for their new elevator at Toledo, Ohio.

The elevator of H. G. Pollock at Middlepoint, Ohio, has been sold by him to the Middlepoint Equity Exchange.

Myers & Patty have added a new Hess Drier to the equipment of machinery in their elevator at Pleasant Hill, Ohio.

The Woodland Elevator Company has been formed at Woodland, Mich. The capital stock of the company is \$7,000.

Incorporation papers have been filed for the Bricker Elevator Company at Fargo, Mich., capitalized with stock of \$10,000.

C. S. David has taken control of the elevator of W. H. Perry located at Magnetic Springs, Ohio. C. C. Wright will be manager.

Attempts are being made to interest the farmers of Henderson, Mich., in the erection of a co-operative grain elevator there.

A car mover and grain tester may be installed at Mortimer (r. f. d. Findlay), Ohio, for the Mortimer Grain & Supply Company.

A futile attempt was made by an incendiary to destroy the elevator of the Washington Milling Company at Washington C. H., Ohio.

The Gagetown Grain Company of Gagetown, Mich., has changed its name to the Cass City Grain Company. A new oil engine is to be installed.

F. M. Sayre's interest in the elevator at Sidney, Ohio, has been purchased by the Farmers' Grain & Milling Company. Fred J. Russell and J. M. Blake now conduct the plant.

The elevator of the Syler Elevator Company at Mortimer (r. f. d. Findlay), Ohio, has been purchased by the recently incorporated Mortimer Grain Company. The former company retired from business.

A large stone warehouse in Ishpeming, Mich., has been leased by the Hewett Grain & Provision Company from the F. Braastad Estate in which they will carry on a wholesale feed, flour and grain busi-

ness, starting on January 1. D. P. Bilkey will be manager of the establishment.

#### MINNESOTA AND WISCONSIN

E. A. Brown Elevator at Hills, Minn., has been purchased by H. N. Kjergaard.

R. F. Jones & Co. have purchased the M. B. O'Halloran Elevator at Bixby, Minn.

A new elevator is being built at Wells, Minn., for the Farmers Elevator Company.

A new elevator is to be built at Eau Claire, Wis., by the Red Front Flour & Feed Company.

The Beattie Elevator Company succeeds the Atlantic Elevator Company at Rockford, Minn.

An elevator has been opened at Pine River, Minn., by the Little Falls Milling Company.

The Milwaukee Elevator Company is succeeded at Canton, Minn., by the Armour Grain Company.

An electric motor and manlift has been installed in the Commander Elevator at Eagle Lake, Minn.

The elevator of T. O. Raney at Ottawa, Minn., is being converted into a sand and clay shipping house.

The Northwestern Elevator at Marshall, Minn., has been purchased by H. R. Willin and Fred Ehlers.

The Jeffers Grain Company has been incorporated at Jeffers, Minn. Capital stock amounts to \$12,000.

The Great Western Grain Company's elevator located at Villard, Minn., has been taken over by R. L. Smith.

The Crown Elevator Company of Clinton, Minn., has been succeeded by the Great Western Elevator Company.

A grain elevator and warehouse costing \$10,000 may be built at Watertown, Wis., by the Globe Milling Company.

A wheat and oats separator has been installed by the Farmers Elevator Company in its Maynard, Minn., plant.

The interest of J. P. Coffey in the Coffey-Miller Grain Company at Luverne, Minn., has been purchased by J. C. Mannigal.

The elevator of the Danube Farmers Elevator Company of Danube, Minn., has been enlarged and equipped with a new cleaner.

The elevator of the Farmers Co-operative Elevator Company of Belleplaine, Minn., has been equipped with new electric motors.

Repair work on the elevator of C. W. Cheney, Eau Claire, Wis., which was damaged by fire not very long ago, has been completed.

The elevator plant of the Equity Co-operative Elevator Company at Dawson, Minn., has been opened for business. John Starbeck is manager.

W. H. Page has purchased his partner's interest in the Page & Roberts Elevator Company at Bangor, Wis. He will operate as the Page Bros. Company.

The Farmers' Elevator Company of Le Sueur, Minn., is making extensive improvements on the Smith & Wilson plant which they purchased recently.

The warehouse plant of the Rialto Elevator Company at Milwaukee, Wis., has been repaired. The capacity of the elevator proper is 1,500,000 bushels.

The L. T. Tollefson Elevator located at Lanesboro, Minn., has been rented by Chas. E. Gillin who will purchase grain for the La Crosse Grain Company.

The elevator, warehouse and office building of the Equity Elevator Company at Mapleton, Minn., has been completed. A new dump and cleaner has been installed.

Probably new electric motors and a new gas engine will be installed next spring in the elevator of the Emmons Farmers' Shipping Association of Emmons, Minn.

The new 25,000-bushel elevator of the Casco Milling & Elevator Company at Casco, Wis., has been completed. F. J. Formeree is president and Y. J. Fencil, secretary.

The business interests of Gantier & Bedat in the grain elevator business at South Kaukauna, Wis., have been purchased by the Knauf & Tesch Company of Chilton, Wis.

Aug. Swenson, J. A. Juleson, J. Ellingson and others have incorporated the Farmers Co-operative Elevator Company of Ada, Minn., capitalized with stock amounting to \$10,000.

The Kansas City Flour Mills Company of Wichita, Kan., which recently took possession of the Sleepy Eye, Minn., mill will erect, it is reported, in the immediate future, a new elevator and storehouse.

The stockholders of the Elmore Farmers' Elevator Company of Elmore, Minn., have amended Article 5 of the constitution of that company placing the capital stock at \$20,000, divided into 200 shares of par value of \$100 each. No stockholder

shall own or hold more than five shares of the capital stock and each stockholder entitled to one vote.

The two elevators formerly owned by the Benson Grain Company at Jeffers, Minn., have been purchased by the Jeffers Grain Company. F. C. Butler will be in charge of the buying end of the business.

Capitalized at \$25,000, the Farmers' Co-operative Elevator Company has been formed at Union Grove, Wis. James H. Vint, Wm. F. C. Blenn, Jas. Clemens, Max Teske and P. W. Kortendick are interested.

Capitalized at \$16,000, the Galesburg Lumber & Elevator Company was incorporated at Galesburg (r. f. d. Leeman), Wis. E. A. Neufeld, William Dix, Jr., and E. J. Gay are interested in the organization.

Kellogg & Petit expect to build a new 500,000-bushel elevator in Milwaukee, Wis. James Stewart & Co., of Chicago, are preparing plans, which they expect to have ready for bids by January 1. The plant will cost about \$450,000.

The Farmers' Co-operative Elevator Company of Flaming, Minn., has filed incorporation papers capitalized with stock of \$10,000. Aug. Swenson, J. A. Juelson, G. A. Kylander, Iver Ellingson, Jacob Eid, O. Ofstedal and Iver J. Westad are interested.

To deal in grain and to operate elevators, the Farmers' Elevator Company of Humboldt, Minn., Inc., was organized. E. C. Leedy is president; G. H. Payne, vice-president; M. T. Martin, secretary-treasurer of the corporation. The company is capitalized at \$50,000.

#### SOUTHERN AND SOUTHWESTERN

The Farmers' Elevator at Fairview, Okla., is being remodeled.

W. M. Hall has sold his grain and coal business located at La Center, Ky., to Paul Jones.

The 12,000-bushel elevator of the Hand Trading Company at Pelham, Ga., has been completed.

Capitalized at \$21,000, the Athens Milling & Grain Company has been incorporated at Athens, Ala.

A certificate of dissolution has been filed by the Farmers' Union Warehouse Company of Iredell, Texas.

A new warehouse is to be built by the Phoenix Elevator Company near its elevator at Sherman, Texas.

The Merchants' Grain Company of Yoakum, Texas, has increased its capital stock from \$6,000 to \$12,000.

Capitalized at \$5,000, the Sharon Farmers' Co-operative Company has been organized at Sharon, Oklahoma.

Work has been completed on the new 14,000-bushel elevator of the Nebergall Grain Company at Nash, Okla.

The elevator of the Hoyt Grain Company at Custer, Okla., has been sold to the Custer City Farmers' Exchange.

A new set of platform scales and other improvements have been made by Carter Fowler on his elevator at Paoli, Okla.

Plans are under consideration, it is rumored, by business men of Albany, Ala., for the erection of two corn elevators in that city.

The Hanna-Mansfield Grain Company of Cherokee, Okla., has sold its Cherokee plant to the Bowersock Mill & Power Company.

The capital stock of the Taylor Grain & Elevator Company of Corpus Christi, Texas, has been increased from \$30,000 to \$90,000.

The Westbrook Grain & Milling Company of Pine Bluff, Ark., is installing a 300-bushel per hour sheller to handle snapped corn.

The Crowell Mill & Elevator Company of Crowell, Texas, has made arrangements for a new warehouse, electric motors and a corn mill.

The A. S. Lewis Grain Company succeeds Lewis & Knight of Dallas, Texas, and will continue to operate the grain, feed and hay business of the latter firm.

The First National Hog Company of Raymondville, Texas, has made plans, it is said, for the erection of an elevator as one portion of its ranch equipment.

An up-to-date building equipped with machinery for elevating, cleaning, and handling grain and seeds has been installed at Versailles, Ky., by Cleveland & Co.

The McLeansville Mill, Inc., has been organized at McLeansville, N. C., to deal in grain and engage in milling. Chas. D. Cobb and J. M. Morehead are interested.

J. A. Daugherty, C. H. Vincent, W. D. McKay and others have incorporated the Daugherty-Vincent Grain Company of Nashville, Tenn. Capital stock amounts to \$500,000.

The National Milling Company has leased the old Union Station in Macon, Ga., from the Central of Georgia Railway, and will utilize it for storing grain

and hay. The milling company has also leased the big warehouse of C. C. Porter in the same city for similar purposes.

W. L. Hutcheson, G. T. Childress and J. E. Whitney have incorporated at Collinsville, Okla., as the Collinsville Mill & Grain Company. The organization is capitalized with stock of \$20,000.

M. F. Ikard and others have filed incorporation papers for the Ninneka Grain & Lumber Company to operate at Ninneka, Okla. The corporation is capitalized with stock aggregating \$10,000.

Capitalized at \$15,000, the Monarch Grain & Milling Company has been formed at Nashville, Tenn. Jos. F. Wilson, J. D. Scott, James Pendleton, K. D. Carroll and Walter Smith are interested. The company will engage in a general grain and milling business.

The new 250,000-bushel elevator of the El Reno Mill & Elevator Company at El Reno, Okla., has been finished. The plant will be equipped with an oat clipper, oats and wheat separator and meal and chop rolls.

The charter of the Tom Hill Grain Company of Little Rock, Ark., has been surrendered by that company. The business will be run as a partnership under the name of the Bush Hill Cash Grain Company. G. Bush will act as manager.

#### INDIANA

The McMillan Company of Ft. Wayne, Ind., had equipped its elevator with a Hess Drier.

The Farmers Grain Company is now operating a new Hess Grain Drier in its elevator at Fowler, Ind.

A co-operative association to deal in grain, live stock, etc., has been organized at Linngrove, Ind. T. Huey and W. B. Burke are interested.

The H. E. Kinney Grain Company's interest in the Big Four Elevator at Indianapolis, Ind., has been purchased by the Urmston Grain Company.

The Milford Grain & Milling Company of Milford, Ind., has been sold by John D. Baumgartner to James T. Shepard, J. F. Peterson, Harry Phend, H. Sharp and Geo. Flekner.

Reagan Grain Company of Reagan Station (Frankfort p. o.), Ind., is building a new elevator there. The equipment includes a corn sheller, cleaner and automatic scale.

C. F. Hoover, Samuel Hoover and Edgar D. Logan have organized the Elkhart County Farmers' Co-operative Association at Elkhart, Ind. The capital stock of the company totals \$25,000.

Gilbert Everitt, Henry W. Kline, J. B. Bryant and J. W. Jenning have incorporated the Artic Co-operative Association of Artic (mail Butler), Ind., to engage in a grain business. Capital stock is \$6,000.

The directors of the Belshaw Farmers' & Gleaners' Elevator Company of Belshaw (r. f. d. Schneider), Ind., which was recently incorporated are: Bernard F. Carlin, Geo. H. Ebert, Leroy Hayden, Chas. T. Strickland, Henry Hathaway, Merritt Hayden and Lewis Childress. Capital stock amounts to \$30,000.

#### THE DAKOTAS

Henry Pathman has sold out his grain business at Richardson, N. D.

The Inter-State Grain Company is remodeling its elevator at Glasston, N. D.

Operations have been stopped in the T. A. Brann Elevator located at Calvin, N. D.

The Dallas Farmers Co-operative Company is building a 60-ton elevator at Dallas, S. D.

The elevator of Gjevre & Powers at Windygates (mail Westhope), N. D., has been completed.

A cleaner has been installed in the plant of the Fisher Elevator Company's plant at Wales, N. D.

The Fullerton Elevator Company of Fullerton, N. D., has equipped its plant with a new cleaner.

The Farmers' Elevator Company's new machinery building at Buttzville, N. D., has been completed.

The plant of the Conway Grain Company of Conway, N. D., has been sold to the John Miller Company.

The Farmers' Elevator Company of Letcher, S. D., has improved its elevator by the purchase of a Hess Drier.

The elevator of the Winter-Truesell-Ames Company of Souris, N. D., has been shut down for the season.

The Farmers' Elevator Company of Ethan, S. D., it is reported, contemplates enlarging its elevator next year.

The Andrews Grain Company has opened up its Wyndmere, N. D., elevator. Geo. Hillier is managing agent.

L. L. Workman is president; Otto Peterson, vice-president; A. Thompson, secretary; D. E. Crispin, treasurer of the Farmers' Elevator Company of Bruce, S. D., which was recently reorganized. The

# THE AMERICAN ELEVATOR AND GRAIN TRADE

company has taken over the business of the old concern.

The Van Dusen Elevator at Hecla, S. D., has been purchased by the Hecla Co-operative Elevator Company.

Repairs and improvements are to be made on the plant of the Farmers Grain & Trading Company of Milnor, N. D.

A grain cleaner and a 15-horsepower engine has been installed by the Farmers Elevator Company of Bisbee, N. D.

The elevator of the Billings County Elevator Company, situated at Sentinel Butte, N. D., has been closed down.

Electric motors, scales and cleaners are being installed by the Farmers Equity Elevator Company of Garrison, N. D.

A feed grinder may be installed in the elevator of the Frazier Farmers' Co-operative Elevator Company of Wimbleton, N. D.

The Glenburn Co-operative Elevator Company of Glenburn, N. D., was organized recently, capitalized with stock amounting to \$25,000.

The Madison Mill & Grain Company's elevator at Madison, S. D., is to be re-sided with wood. Corrugated iron was formerly used for siding.

A root and fruit cellar has been built for the Farmers' Union Elevator Company at Belfield, N. D. Over the basement will be erected a feed and flour shed 28x30 feet.

Three 5-horsepower electric motors have been installed by the Farmers Elevator Company of Noonan, N. D. A new warehouse for feed, flour and salt has also been installed.

## MISSOURI, KANSAS AND NEBRASKA

Geo. Noller has completed his elevator at McFarland, Kan.

The elevator of James Robinson at Potter, Kan., is being remodeled.

The Bauch Elevator at Cabool, Mo., has been leased by A. J. Britton.

Work is nearly completed on the Farmers Union Elevator at Melbeta, Neb.

Probably a farmers' elevator company will be organized at Rockford, Neb.

A motor has been installed by Moran Grain Company in its elevator at Moran, Kan.

The elevator of the Koehler-Twidale Grain Company of Minden, Neb., is being repaired.

The Dawson Elevator at Rising City, Neb., has been taken over by O. A. Wickert & Co.

The Updike Elevator located at Surprise, Neb., has been purchased by Albert Dunning.

A new storehouse has been built at Dorrance, Kan., for the Farmers Elevator Company.

An addition is being built to the corn crib of the Wright-Leet Grain Company at Harbine, Neb.

A 16,000-bushel elevator is being built at Bendena, Kan., for the L. B. Howard Elevator Company.

The Home Grain Company of Mankato, Kan., it is reported, will erect a new grain elevator there.

The Farmers' Union Elevator Company of Moorfield, Neb., will erect a new grain elevator there.

Farmers around Fullerton, Neb., are organizing a company to buy or build a grain elevator there.

A flour storehouse is being added to the plant of the Farmers Elevator Company of Cordova, Neb.

The Farmers Union Elevator & Supply Company of Haddam, Kan., has discontinued its grain business.

Work has been practically completed on the new plant of the Wichita Terminal Elevator at Wichita, Kan.

A \$40,000 grain elevator is to be built at Calhoun, Mo., by the Farmers' Co-operative Elevator Company.

A concrete elevator costing \$100,000 is to be built at Omaha, Neb., for the Maney Milling Company.

The Farmers' Elevator Company of Gypsum, Kan., has been organized capitalized with stock of \$15,000.

A hollow tile elevator is to be built at Sharon Springs, Kan., for the Sharon Farmers Co-operative Company.

Horace Leet's elevator at Maryville, Mo., has been purchased by the Maryville Feed & Milling Company.

The elevators of the Farmers Union at Cedar, Kan., have been purchased by Mr. Morrison of Stockton.

The Iowa Missouri Grain Company of Albany, Mo., will build a grain elevator of 10,000-bushels capacity there.

A new 15,000-bushel elevator has been erected at Wheeler, Neb., by the Central Granaries Company of Lincoln, Neb.

The Dixon Farmers Union Co-operative Elevator Association has purchased the Frank A. Wallin

Elevator at Dixon, Neb. The elevator company is composed of S. J. Wilburn, C. S. Wilson and J. J. Manz.

The capital stock of the Southwestern Grain Company of Stafford, Kan., has been increased from \$50,000 to \$75,000.

The Blodgett Elevator & Grain Company of Blodgett, Mo., is succeeded by the Marshall Land & Mercantile Company.

The plant of Johnson & Lueck located at Netawaka, Kan., has been torn down and is being replaced by a new elevator.

The Brown County Farmers' Union expects to enter into the grain business at Hiawatha, Kan. It probably will build an elevator there in the near future.

The elevator of W. H. Ireland located at Berlin, Neb., is now the property of the Farmers' Union. Gus Roettger will be in charge.

The Ashland Grain Company of Ashland, Kan., is building a 10,000-bushel elevator. The plant will be completed about March 1.

L. B. Howard's elevator at Bendena, Kan., has been completed and is ready for business. The capacity of the plant is 16,000 bushels.

The Latta Grain Company has purchased the grain business at Tekamah, Neb., which was formerly conducted by the late Henry Roberts.

C. E. Robinson has organized a new milling company at Salina, Kan., which will build a new elevator and mill immediately, costing approximately \$250,000.

John Donan has disposed of his elevator and transfer business located at Mound City, Mo., to R. E. Cotter. Donan obtained Cotter's farm in the deal.

A reinforced concrete elevator practically fire-proof with capacity for 5,000 bushels and costing \$22,000 is now under course of erection at Bison, Kan.

A number of improvements have been made on the elevator of the A. R. Upp Grain Company of Fowler, Kan. A manlift was installed and new bins built.

The Leath Elevator situated at Netawaka, Kan., has been purchased by J. M. Green, who formerly conducted a lumber business there, and is being converted into a grist mill.

The Farmers' Union Co-operative Grain & Livestock Association has been incorporated at Genoa, Neb., to conduct a general grain and milling business. Capital stock is \$25,000.

The elevator and yards of the Whitemore Bros. & Co., at Valley, Neb., has been purchased by the Valley Stock Yards & Grain Company. The establishment is valued at \$140,000.

The Farmers' Grain & L. S. Company of Morse Bluff, Neb., has remodeled its elevator and installed new machinery including electric motors. The cost of the improvements amounts to \$4,500.

The farmers' company of Roca, Neb., will build a new elevator and repair the one at Saltillo. Chas. Damrow is president; Chas. Burnett, vice-president; Wm. Schutte, secretary; Fred Kell, treasurer and E. W. Seacrest, director.

A new concrete elevator has been opened at Belle Plaine, Kan., by the New Era Milling Company of Arkansas City, Mo. The capacity of the plant will be 12,000 bushels grain with storage capacity for two cars flour and feed.

The Wahoo Co-operative Association has been incorporated at Swedeburg, Neb., to deal in grain and other farm products. The capital stock of the company is \$25,000. Otto Randall, August Anderson and others are interested.

The Pacific Elevator Company has sold its elevators at Andale, Argonia, Baynesville, Colwich, Haven, Hudson, Luka, Larned, Mt. Hope, Preston, Radium, Ray, Stafford, Turon and Yoder, Kan., to the Rea-Patterson Milling Company of Coffeyville, Kan.

## EASTERN

A grain and seed elevator is to be built at Batavia, N. Y., for the Interstate Grain & Seed Company.

A storage warehouse and flour mill are being built at South Boston, Mass., for Sumner Crosby & Son.

The elevator owned by the late B. A. Betts at Chewsville, Md., has been purchased by the Chewsville Flour Mills, Inc.

Belden & Co., grain and produce dealers of Geneseo, N. Y., have equipped their plant with a new Hess Grain Drier.

An addition is to be built to the elevator of the Miller Bros. at Alexander, N. Y., making the capacity about 22,000 bushels.

The Brooklyn Elevator & Milling Company of Brooklyn, N. Y., has increased its capital stock from \$275,000 to \$350,000.

Incorporation papers have been granted by the state of Delaware to the Camp Johnston Catering

December 15, 1917

Company to deal in grains, fruits and meats. The company is capitalized at \$15,000. P. A. Holt of Jacksonville, Fla., is interested.

For the purpose of dealing in grain and cereals, W. L. Wallace & Co., Inc., of Oswego, N. Y., was organized, capitalized at \$20,000.

The contract has been let by the Baltimore Pearl Hominy Company of Baltimore, Md., for a grain elevator and corn crib, 24x36x129 feet.

The Nashua Grain Elevator Company has leased its retail department at Nashua, N. H., to the Cohen Grain Company. Neither the elevator or mill has been leased or sold.

Capitalized at \$300,000, the Federal Milling & Refrigerator Company was organized at Hagers-town, Md., to deal in wheat, corn, oats, fruit, etc. Walter D. Willson, Paul Heine and W. Jackson Kaufman are interested.

W. B. Farnsworth, Wm. G. Taft and Jos. B. Markham have incorporated the Dexter Root Company of Springfield, Mass., to deal in grain, coal, sugar, etc. The corporation is capitalized with stock amounting to \$10,000.

## CANADA

Incorporation papers have been filed for the Southern Grain Company of Truax, Sask.

The Interior Elevator Company, Ltd., of Winnipeg, Man., has been registered with a capital stock of \$100,000.

The Canadian Northern Elevator "B" at Port Arthur, Ont., is to be rebuilt this winter at a cost of \$500,000.

Cecil Rice-Jones is now general manager of the United Grain Growers, Ltd., Winnipeg. He succeeds T. A. Crerar.

Wm. Goad of Ethelwyn, Alta., has commenced work on the erection of a granary. It will be of frame construction.

The Monarch Grain Company, Ltd., of Saskatoon, Sask., has been granted a charter to operate there. The company is capitalized with stock of \$20,000.

Contracts have been awarded in connection with the erection of a \$20,000 grain drying plant for the Anchor Elevator Company, 348 Main Exchange Building, Winnipeg, Man.

The Welwyn (Sask.) Farmers' Elevator Company, Ltd., recently made a contribution of \$500 to the Y. M. C. A. Military Fund, the French Red Cross Fund and the Belgian Relief Fund.

Capitalized at \$200,000, the Gillespie Elevator Company, Ltd., has been organized at Edmonton. The directors include John Gillespie of Edmonton and Wm. Gillespie of Grande Prairie.

At South Edmonton, Alta., the Alberta Farmers' Co-operative Elevator Company has obtained a lease on property for 21 years on Saskatchewan Avenue, where they will erect a grain elevator at once; capacity, 35,000 bushels.

The Russell Farmers' Elevator Company, Ltd., Russell, Man., has given notice of their intention of distributing the assets of the company among the shareholders and of applying for acceptance of surrender of its charter.

The Alberta Pacific Grain Company, a western concern, has declared an extra Victory Loan dividend of 15 per cent, which is going to shareholders of record on October 31 last. It accompanies the regular dividend of 8 per cent for the year.

A 1,000,000-bushel elevator is being completed at Transcona, Man., for the Canadian Government Railways. It will be used as a cleaning and transfer house and includes a working house, 106x90; track shed, 104x69; storage house, 136x90; drier house, boiler room and transformer house. The Huntley Manufacturing Company furnished the cleaning equipment. The plant is operated by electricity.

The grain elevator at St. John, N. B., being built for the Canadian Government Railways is approaching completion. The concrete substructure is practically complete, and the workmen are now employed on the steel super-structure, which will be 100 feet in height. The capacity of the first unit of this elevator will be 500,000 bushels. The rebuilding of No. 5 warehouse on the western side of the harbor is being proceeded with by the contractors.

At the annual meeting of the Saskatchewan Co-operative Elevator Company reports were submitted showing a profit of \$350,572 after allowing for interest on loans, depreciation, war taxes, etc. A dividend of 8 per cent was declared. The company, according to the report, is in sound financial condition and the shareholders' interest is now about \$2,000,000. During the year 41 elevators were added to the system, and during the season 24,558,637 bushels of grain were handled and 32,359,725 bushels were passed through the 258 elevators.

An important meeting of the directors of the United Farmers' Co-operative Company, Ltd., was held at the office of the company at Toronto. Briefly stated the proceedings were as follows: Manager C. W. Gurney tendered his resignation

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

399

to the company. In accepting the resignation to take effect about the middle of December, the Board expressed by standing vote their high appreciation of the services rendered the company by Mr. Gurney during his term of office. R. L. Blatchford who has been in the service of the company for nearly a year was appointed acting manager to succeed Mr. Gurney.

The Saskatchewan Co-operative Elevator Company has completed 36 out of 37 elevators planned to be built this year and work on the last one at Cadillac is nearing completion. In addition to these, two elevators are under construction at Raymore and Maryfield to replace those destroyed by fire and it is expected that these two will be completed before the close of December. The majority of these elevators have a capacity of 30,000 bushels and, all told, will have cost in the neighborhood of \$350,000. The company is stated to now have more than 300 elevators scattered throughout the province.

## WESTERN

A grain elevator has been built at Powell, Wyo.

The Piedmont (Mont.) Elevator Company has been dissolved.

Construction work has been completed on the elevator at Twodot, Mont.

The Olwell Bros. have gone out of the grain business at Mansfield, Wash.

An automatic scale has been installed in the Floersheim Elevator at Roy, N. M.

Stimson & Co., of Seibert, Colo., have put their new elevator there into operation.

The Longmont Milling & Elevator Company has built a 50,000-bushel elevator at Johnstown, Colo.

The Roggen Co-operative Exchange of Roggen, Colo., has let the contract for a new grain elevator.

The new 50,000-bushel elevator of the Superior Milling Company at Winona, Wash., has been completed.

The Montana Cereal Company of Ronan, Mont., has built a grain elevator of 35,000 bushels' capacity.

A co-operative elevator company may be organized at Lapwai, Idaho, by the farmers of that neighborhood.

The new plant of the Hayden Co-operative Elevator Company at Steamboat Springs, Colo., has been completed.

Farmers near Fulton (Portland p. o.), Ore., are interested in the organization of a farmers co-operative company.

New grain tanks of 400,000 bushels' capacity have been built for the Utah Cereal Food Company of Ogden, Utah.

A storage tank, 25 feet in diameter and 60 feet high is to be built at Filer, Idaho, for the Farmers Grain & Milling Company.

A 50,000-bushel concrete elevator is to be erected at Brush, Colo., for the Colorado Milling Company with frame warehouse and office attached.

Business operations have been started in the plant of the Farmers' Elevator Company of Moore, Mont., under the management of E. E. Norman of Clifford.

A glass test tube containing an explosive was found in sacks of grain in the warehouse of the California Wharf & Warehouse Company at Port Costa, Cal.

An addition is to be built by the Huerfens Trading Company of Alamosa, Colo., to be utilized for hay and feed storage. It has capacity for several cars baled hay and sacked feed.

Lloyd Sweet and Jas. R. Smyth who have been operating at Chinook, Mont., as the Chinook Elevator & Milling Company have dissolved partnership. Mr. Smyth is now the sole owner of the plant.

The capital stock of the F. M. Martin Grain & Milling Company of Cheney, Wash., is to be increased to \$500,000. The capacity of the mill is also to be enlarged from 300 to 800 barrels and additional storage capacity built.

The Grassrange Independent Elevator Company has filed articles of incorporation to operate at Grassrange, Mont. Albert C. Anderson is president; Dorothea Anderson, vice-president; Paul M. Ravitch, secretary-treasurer. Capital stock is \$10,000.

being used for fuel, were stored. It is thought that overheated pipes were the cause of the blaze.

Greenville, N. C.—The plant of the W. L. Hall Seed & Feed Company here burned on November 18. The entire stock of feedstuffs and machinery for mixing was also a total loss. The building was owned by E. H. Shelburn and was insured for \$1,000.

Fife (mail Mina), S. D.—The plant of the Farmers' Equity Society here was totally destroyed by fire, causing a loss of \$12,000, which was covered by insurance. About 2,000 bushels wheat, 300 bushels barley and a quantity of coal were also destroyed.

Mt. Sterling, Ill.—An attempt was made not long ago by an incendiary to burn the elevator here. Gasoline was poured on the frame structure and set on fire and only the fact that the gasoline burned out before the building itself was ignited saved the plant from destruction.

Halifax, N. S.—In the great catastrophe which razed a great portion of this city several grain elevators and warehouses, used for storing grain, were destroyed. No details have been received as yet, but it is generally reported that a considerable amount of grain supplies were lost.

Coburn (Sheldon p. o.), N. D.—A. Pfeinger, manager of the Farmers' elevator here, had a narrow escape from death when he was caught in the machinery and wound around the shafting. He was thrown off the machinery, after losing consciousness, with but a few minor bruises.

Manitowoc, Wis.—On November 19 fire started from overheated furnace pipes in the Bartlett-Frazier Elevator which threatened to destroy the plant but which was put out before serious damage was done. The loss, which amounted to between \$500 and \$700, was confined to office building.

Fonda, N. D.—The Farmers' elevator was completely destroyed by fire on November 28. The plant contained, at the time of the fire, about two bins of screenings, one bin of barley, two bins wheat, 900 bushels flax, rye and several hundred bushels oats. Loss amounted to \$20,000; insurance of \$7,000 was carried on the building.

Haydenville (mail Marietta), Minn.—Henry H. Holtan experienced a narrow escape from death when he was caught in a large flywheel in the Farmers' Elevator of which he was manager, and whirled around. In some way he managed to throw the clutch out and stopped the engine.

Garfield (mail Crawfordsville), Montgomery County, Ind.—A dust explosion is believed to have been responsible for the fire which destroyed the grain elevator here managed by Bernard Price and owned by the Farmers' Grain & Seed Company. The loss is estimated at \$10,000, with \$6,000 insurance. About 1,000 bushels of oats were also destroyed.

## GRAIN SMUT

Probably some sort of a treatment of grain diseases with formaldehyde which does not get the grain very wet is bound to be developed sooner or later. It is the opinion of Alden A. Potter, assistant pathologist in U. S. Cereal Disease Investigations, that no device which has thus far been developed for such a method will prove to be of any great use to the average farmer, but that some of them will be more generally adopted by elevators and farmers that are selling seed grain.

It would seem probable that wherever the farmer is using formaldehyde the method recently described by Haskell of Cornell University, of spraying almost full strength formaldehyde while shoveling over the grain, would be as convincing as any. The description of this method will be included in the forthcoming Farmers' Bulletin on the subject but the Government does not feel warranted in recommending it for general use on all cereals as yet.

The desirability of "dry" methods for treating with formaldehyde was recognized some time ago by Prof. Bolley of Fargo, and was published as early as 1902. Prof. Wheeler of South Dakota published a bulletin a little later in which he described very similar experiments.

A very practical apparatus for using such methods was suggested by patents developed in the years 1903-1908, described by Prof. Arthur in Indiana Bulletin No. 103. It would seem entirely feasible to treat grain with an atomized spray of concentrated formaldehyde solution as it is passing through the elevating apparatus of any country elevator. It would be very simple to place such an atomizer at the top of the bin and spray the grain as it falls into the bin when the latter is being filled. In the course of a few hours the grain would have to be re-elevated and the gas blown out, although if there were some system of ventilation the grain would not be injured at all by the spray of formaldehyde because it would soon evaporate.

Mr. Potter says that with the enforcement of the new federal grain grades and the enlargement of the extension work along the lines of treatment for smut, that some such methods are bound to come into much more general use by seed houses than

Fall River, Mass.—Fire damaged the grain store of J. C. Tucker Company.

Grants Pass, Ore.—Chas. Burkholder's feed store burned. Loss amounted to \$30,000.

Cheneyville, La.—The seed house of the Planters Gin Company burned with \$4,000 loss.

South Troy, Mo.—Sam Stephenson's elevator here collapsed and 2,000 bushels wheat were spilled.

Jefferson, Iowa.—Fire destroyed the wholesale department of the Jefferson-Ratekin Seed Company.

Hecla, S. D.—Reports state that fire occurred in the elevator at this point entailing \$30,000 damages.

Kennett, Mo.—The Grand Prairie Gin Company's seed house situated here was damaged by fire not long ago.

Lufkin, Texas.—The White Wholesale Grain Company's building here burned with loss amounting to \$15,000.

Nelles Corners, Ont.—P. P. Reichfeld's grain elevator was completely destroyed by fire on November 17.

Shellbrook, Sask.—Fire destroyed the Saskatchewan Elevator Company's plant, together with 8,000 bushels grain.

Obion, Tenn.—The warehouse of the West Tennessee Grain Company burned on November 14. Loss amounted to \$5,000.

Geddes, S. D.—J. H. Crowley's elevator here burned recently together with 3,300 bushels grain. The loss was covered by insurance.

Buffalo, N. Y.—Serious damage was done by fire which occurred in the power room of the American Malting Company's plant.

Owensboro, Ky.—Stray pieces of scrap iron caused considerable damage when they got into the corn sheller in the plant of the Owensboro Grain Company.

Mott, N. D.—Together with 5,000 bushels grain, the elevator of the Farmers' Equity Society burned with total losses of \$24,000. Probably the plant will be rebuilt.

St. Louis, Mo.—The James F. Quinlivan Bro. Feed Company lost its warehouse by fire together with 15 carloads of hay. Loss amounted to \$10,000; covered by insurance.

Statesboro, Ga.—M. C. Brannen's grain and cotton warehouse was damaged by fire to the extent of

between \$13,000 and \$15,000. No insurance was carried on the plant.

Mitchell, Ind.—Fire destroyed the Trinkle Feed & Grain Company's feed and grain establishment at this point. The loss amounted to \$2,500, partially covered by insurance.

Barry, Minn.—Fire destroyed the Baldwin Elevator and its contents consisting of 4,000 bushels of grain and 50 tons soft coal. The fire started it is believed from an overheated stove.

Sioux City, Iowa.—Several thousand bushels of corn were destroyed by fire which consumed the corn crib of the Sioux City Seed & Nursery Company. The loss amounted to \$10,000.

McTavish, Man.—The elevator and engine room of the Ogilvie Flour Mills Company here was burned. The fire was of unknown origin. From 3,000 to 4,000 bushels of wheat were consumed.

Washta, Iowa.—Fire of incendiary origin started in the grain elevator here but was extinguished before any serious damage had been done. Oil soaked rags were found in several places in the plant.

Little Rock, Ark.—The hulling house of the Union Seed & Fertilizer Company was damaged slightly by fire which is believed to have been started by spontaneous combustion. The loss is estimated at \$200.

Tamaqua, Pa.—C. W. Royer's feed and flour building burned on November 12 with \$35,000 losses, which were partially covered by insurance. About 10,000 bushel oats and six carloads of flour were also burned.

Belfield, N. D.—Fire, caused by a spark from a passing locomotive, threatened to destroy the Steffen Elevator. However, with the use of chemical fire extinguishers the fire was put out before serious damage was done.

Lemmon, S. D.—The two elevators, Farmers' and Western, located here burned on November 21. It is thought that the fires were of incendiary origin. About 25,000 bushels grain and 30,000 pounds of flour were destroyed.

Aberdeen, S. D.—Fire said to have started in the engine room destroyed the Freeman-Bain Elevator and part of its contents of 28,000 bushels grain and the adjoining office buildings. The loss amounted to more than \$50,000.

Burlington, Iowa.—Slight damage was done to the Trans-Mississippi Elevator by fire which started above the boiler room where corn cobs, which were

# THE AMERICAN ELEVATOR AND GRAIN TRADE

December 15, 1917

they have been. It seems inevitable that in a well-developed community the elevator will be able to clean the grain, treat it and return it to the farmer at less expense, particularly in time and labor, than is involved when the farmer attempts to treat his seed grain himself. Of course, on large farms and in communities where the roads are bad and the hauls to the elevators long this system could not be developed as readily.

The Crop Improvement Committee has always advocated a central seed section to take care of the seed needs of the entire community. If every

elevator should co-operate in that central idea, hundreds of thousands of bushels of additional grain could be produced at a very insignificant expense. In those counties which are properly organized the seed committee has already inspected the seed of its members either through bringing samples to a central point or by going for that purpose in an automobile comparing every man's stock and explaining his method of storing his seeds, etc., inducing those whose seed supply is inferior to dispose of it and through the offices of the Central Committee to obtain something better, in fact, the best which the county can afford.

## OBITUARY

**BRIDGES.**—Benj. F. Bridges, who conducted a feed store at North Adams, Mass., died there a short while ago.

**DARTER.**—Aged 80 years, Scott Darter, who was formerly engaged in the grain business at Crawfordsville, Ind., died at Los Angeles, Cal. His widow and four daughters are left.

**ELMORE.**—Trave Elmore, vice-president of the Elmore-Schultz Grain Company of St. Louis, and a director of the St. Louis Merchants' Exchange, was killed on Thanksgiving Day in an automobile accident. Further details are to be found elsewhere in this issue.

**HALL.**—Darius D. Hall, a member of the grain commission firm, Tyng, Hall & Co., of Peoria, Ill., died the first week of December after a lingering illness. Mr. Hall had been engaged in the grain business at Peoria for years before he became con-



THE LATE D. D. HALL

nected with A. G. Tyng in the above mentioned firm, which was organized in 1882. Mr. Hall was also secretary and treasurer of the Central Elevator Company, and a member of the Board of Trade.

**HOLLISTER.**—Aged 80 years, Geo. Hollister, a member of the grain firm, Hollister, Chase & Co., of New York, died recently.

**HOUSE.**—Robert C. House died at St. Joseph, Mo., where he had been undergoing treatments for nervous ailments. He was formerly vice-president of Kemper Mill & Elevator Company of Kansas City, Mo. His widow and two children survive him.

**HUGHES.**—Frank C. Hughes of Dorchester (Boston Sta.), Mass., died recently at his home there at the age of 41 years. He was a grain exporter and a member of the firm of P. J. O'Toole Company, Boston, Mass. He is survived by five children.

**KELLOGG.**—J. L. Kellogg, a member of the Chamber of Commerce of Milwaukee, Wis., died on November 27. He had been a member of the above organization since 1861 and was the commercial agent for the Lehigh Valley Transportation Company.

**KENWORTHY.**—Wm. H. Kenworthy, senior member of W. H. Kenworthy & Son, Tacoma, Wash., grain, feed and hay dealers, died at the age of 79 years. His widow, three sons and two daughters are left.

**LEITER.**—After an illness of two weeks' duration from typhoid fever, Chas. Leiter, aged 49 years, died at Navarre, Ohio. He was a member of the grain firm Zinsmaster & Leiter.

**LITTLEFIELD.**—Wm. H. Littlefield died from injuries received when automobile in which he was riding was struck by an electric car. He was engaged in the grain and coal business at Kennebunk, Maine.

**MILLER.**—John G. Miller, a retired grain, coal and lumber merchant, died recently at Topton, Pa., aged 73 years.

**OLSON.**—Ole E. Olson, a grain and fuel merchant, died at Minneapolis, Minn., recently. His widow, daughter and son are left.

**PERRIN.**—Following an operation for appendicitis, Norman H. Perrin died on November 20. He was a member of Massey & Perrin and of the Chicago Board of Trade.

**PIPER.**—Geo. F. Piper, treasurer of the Midland Linseed Products Company and president of Piper & Co., Minneapolis, Minn., and a member of the Chamber of Commerce of that city, died on November 30. He had served both as president and director of the latter association and was well known in the grain trade world.

**ROBERTS.**—Cornelius L. Roberts died at his home in Grinnell, Iowa. He was formerly engaged in the grain business at Lewis.

**SHENK.**—Samuel E. Shenk, a Newville, Pa., grain dealer, passed away not long ago, aged 66 years.

**WASHBURN.**—Chas. P. Washburn, a well-known Middleboro, Mass., grain man, died on November 24 at his winter home in Boston. He was a member of the Boston Chamber of Commerce and had served on various committees in that organization.

**WASHINGTON.**—Frank Washington, a retired grain merchant of Roanoke, Va., died at his sister's home in Newport, Va. Shortly after the Civil War he moved to St. Louis, where he engaged in the grain business and for some time was grain inspector at that market. His widow survives him.

**WOODSIDE.**—James S. Woodside, a retired member of the Baltimore Chamber of Commerce, has passed away.

## MANAGEMENT OF A COUNTRY ELEVATOR

There are many more factors entering into the proper management of a country elevator than appear upon a cursory examination of the subject. The business is attended by many hazards which, in the opinion of specialists of the U. S. Department of Agriculture, should be carefully weighed in advance by those contemplating engaging in it.

This advice is contained in a recent publication of the Department, Bulletin 558, "Marketing Grain at Country Points." The bulletin, which contains much information of interest to producers, shippers, dealers, and consumers of grain and grain products throughout the United States, reports the results of a survey of grain handling methods in the states of the Middle West.

Pointing out a common fallacy of buying, the Government investigators declare that the producer of high-quality grain often receives less than it is worth in order that the buyer may pay an equal price to a grower of grain of inferior quality. If the farmer would clean his grain he could not only demand top prices, but would thereby obtain screenings worth \$10 to \$25 a ton for feed. The specialists believe that farmers who deliver grain of inferior quality should not expect to receive a price equal to that paid for high quality grain.

In some sections of the country, many elevators are open only during the harvest season. The Government investigators believe that, prices and other factors being equal, farmers should encourage elevators which remain open and provide a local market throughout the year.

The middleman, the experts say, may serve a double purpose. Under the present methods of distribution he may find the most favorable outlet for the producer and secure for the buyer grain of the quality he desires. But it is also pointed out that in its course from the producer to the consumer grain may be passed through the hands of so many persons who may be called middlemen that their efforts may become a burden and add needlessly to the cost of marketing.

Speaking of the storage of grain on the farm, the specialists have found that to determine whether

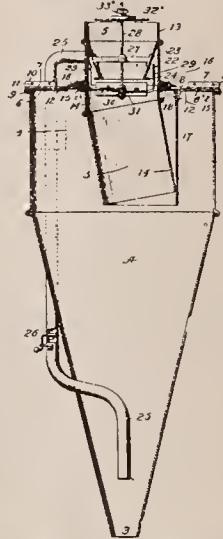
such practice would be profitable, it is necessary to consider the interest on the investment, interest on the grain in store, natural shrinkage and loss by rodents, convenience of marketing, condition of roads at time of delivery, price at harvest time, and the probable price at some future date. In the past the natural shrinkage in corn has been so great as to show little profit from storage, while if a long-time average is taken into consideration, oats and wheat have been stored at a profit.

## GRAIN TRADE PATENTS

Bearing Date of November 6, 1917

**Dust Collector.**—Frederick A. Wegner, Silver Creek, N. Y. Filed March 2, 1916. No. 1,245,540. See cut.

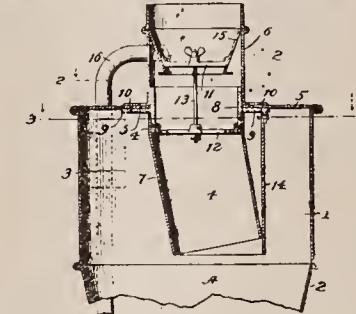
Claim: In a dust collector, the combination of a separating chamber, and a tubular guard forming an outlet for the purified air, said tubular guard ar-



ranged at an angle to the vertical and having its lower end opening downwardly and eccentrically disposed relative to the axis of the collector.

**Dust Collector.**—Frederick A. Wegner, Silver Creek, N. Y. Filed March 2, 1916. No. 1,245,541. See cut.

Claim: In a dust collector, the combination of a separating chamber, a sectional tubular guard sup-

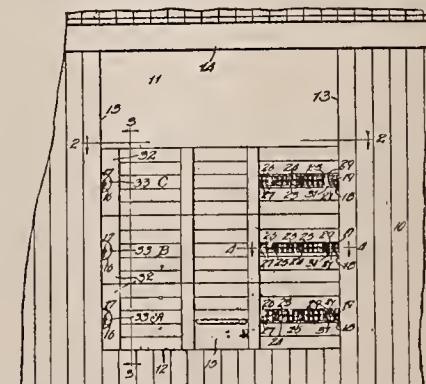


ported within an opening in the top or deck of said collector, and means connected only to the tubular guard sections for effecting the clamping of such sections to the deck of the collector.

Bearing Date of November 27, 1917

**Grain Car Door Closure.**—James A. McNulty, Kansas City, Mo. Filed June 19, 1916. No. 1,248,359. See cut.

Claim: A door closure member adapted to extend across the side door openings of grain cars and having an element thereon adapted for securing the same to a portion of the car, and means for adjustably



mounting said element on said member, said means including a slotted plate affixed to said member, a carrier for said element slidably mounted in the slot of said plate, and interengaging projections, and recesses on said plate and said carrier for retaining the latter in adjusted position.

A PETITION asking for permission to file a tariff withdrawing the  $\frac{1}{4}$  cent per bushel elevation allowance on less than carload grain at Ohio River Crossings and Nashville, Tenn., has been filed by the Louisville & Nashville Railway with the Interstate Commerce Commission.

## FIELD SEEDS

The Ellsberry Seed Company of Geneseo, Ill., is making a specialty of seed corn this year.

A seed drying plant is being installed at Weiser, Idaho, for the Western Seed & Irrigation Company.

Capitalized at \$50,000, the Interstate Seed & Grain Company was incorporated at New Prague, Minn.

A new seed store has been opened by the United Seed Company at 161-163 Jackson Street, San Francisco, Cal.

A larger store is now occupied by the retail department of the M. J. Yopp Seed Company of Paducah, Ky.

M. M. Walker, J. A. Smith and C. J. Lange have incorporated the Great Western Seed Company of Missoula, Mont. Capital stock, \$60,000.

I. L. Radwaner, New York, is now specializing in wholesaling, jobbing and recleaning field seeds, having discontinued the brokerage business.

J. A. and P. Ginder, Jr., and E. K. Sterling have organized at Albany, N. Y., as Jacob A. Ginder Company to deal in seed, hay, feed and grain. The capital stock of the company amounts to \$5,000.

A showroom has been rented by the Berry Bros. of Rushville, Ind., in which they have placed 2,000 bushels of pedigreed corn. The elevator company recently started out on a campaign for seed corn.

The business of J. F. Noll & Co., at Newark, N. J., is now conducted as Alexander Forbes & Co. There is no change in the personnel of the company as Mr. Alexander Forbes has been president for 5 years.

The Robinson Seed Company of Rocky Ford, Colo., has started business in a new seed house, 60x70 feet, two stories high, and with a capacity of 50 cars seed. The plant will be of concrete construction and will be practically fireproof.

The Dixie Seed Farms of Cordele, Ga., in a recent letter say: Cotton and peanuts nearly all gathered and sold. Busy making syrup or gathering velvet beans and harvesting sweet potatoes and fattening hogs. We are trying to help feed a hungry world.

**THE ILLINOIS SEED CO.**  
CHICAGO, ILL  
We Buy and Sell  
**FIELD SEEDS**

Ask for Prices. Send Samples for Bids.

**L. TEWELESSEED CO.**  
MILWAUKEE, WIS.

Red, White and Alsike Clover  
Timothy and Alfalfa Seed

Seed Corn

Field Peas

**SEEDS** Grain, Clover and Grass Seeds  
CHAS. E. PRUNTY

7, 9 and 11 South Main St.

SAINT LOUIS

The ALBERT DICKINSON COMPANY  
**GRASS SEEDS FIELD**  
To Meet Demands Of  
**PURE SEED LAWS**

Chicago

Minneapolis

When you need peanuts, velvet beans, cotton or corn or their products look to Georgia and write or wire us.

The Clearing House of Tulsa, Okla., and the Santa Fe Railroad have provided for a seed wheat fund whereby farmers may obtain money with which to buy seed wheat. They are expected to give a share of the prospective crop as a security for the loan.

It has been recommended by C. C. Massie, president of Northrup, King & Co., of Minneapolis, Minn., that corn conservation agencies be established in all of the leading terminal markets, to aid in the campaign for preservation of seed corn in the Northwest.

The Jefferson-Ratekin Seed Company of Jefferson, Iowa, will rebuild their plant there on a 80x110 foot lot on the C. & N. W. Railway. The plant will include a main building, 30x50 feet, warehouse, 50x45, and cribs 40x48 feet. The office of the company is to remain uptown.

L. B. McCausland and Jesse D. Wall have purchased the interests of L. A. Ross and J. J. Campbell in the Ross Bros. Seed Company of Wichita, Kan. Mrs. C. H. Ross is president; McCausland vice-president and manager; and Wall secretary-treasurer of the concern.

The North Dakota Seed Stocks Committee composed of Thos. Cooper, chairman, J. N. Hagan, A. J. Suratt, W. R. Reed and J. H. Shepperd, is making a survey of the state of North Dakota and requesting that farmers who have a surplus of seeds notify the Committee of Agriculture & Labor at Bismarck or the Agricultural College at Fargo.

## ALFALFA SEED ADULTERANTS

That care must be practiced by buyers of alfalfa seed is emphasized by G. E. Egginton of the Colorado Agricultural College, Fort Collins, Colo. The common adulterants, yellow trefoil and sweet clover, resemble the alfalfa seed to such an extent that farmers who have a surplus of seeds notify the and the farmer who purchases seed without an

## THE PLACE TO BUY

Seed Peanuts—Peanut Meal and Hay  
Seed Velvet Beans—Beans in Hull—Bean Meal  
Seed Cotton—Cotton Seed Hulls and Meal  
Seed Field Peas—Seed Corn—Chufas  
Seed Watermelon Seed—Wheat—Rye—Oats  
Seed Sorghums—Millets—Sudan Grass, Etc.

Try us—1918 Seed Growing Contracts. Our prices may not be "the cheapest," but our seeds are "the best." Write us or wire us.

## THE DIXIE SEED FARMS

Headquarters—CORDELE, GEORGIA

Seed Growers, Breeders and Dealers

authentic statement regarding its purity is taking a serious risk—probably the loss of his entire crop. Alfalfa seed varies greatly in shape, is about the size of red clover and is a uniform light olive green. Yellow trefoil is darker green than alfalfa and is practically uniform in shape. Sweet clover is uniform in shape and of a yellowish green or olive color. Seeds of yellow blossom sweet clover are minutely spotted and distinctly a darker green color than either alfalfa or white blossom sweet clover.

First class alfalfa seed should not contain more than one-half of 1 per cent, by weight, of weed seeds, should be free from noxious weeds and have a good uniform color, unbroken by brown or shrivelled seeds. Do not purchase seed without a guaranty as to its purity.

## Grain and Seeds

## WANTED

To buy grain. Twenty-five years' experience.  
CHAS. H. RUPPLE, Box 343, Arcola, Ill.

## WANTED

White Sweet Clover, Red Clover, Sudan Grass, Bermuda Grass and Alfalfa Seed. Mail samples to FORT SMITH SEED CO., Fort Smith, Ark.

## WANTED

We are in the market for clover seed, screenings, tailings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

## WANTED

By an old established seed house, a thorough business man of character, capability and experience in the general seed business. State qualifications, experience and salary wanted. SEED HOUSE, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

## Cochrane Quality

Field Seeds Are the  
BEST THAT GROW

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." Write for quotations and samples.

## T. H. Cochrane Co., PORTAGE, WISCONSIN

We want to buy Clover, Alsike, Timothy, Alfalfa, White Clover.

## WE BUY AND SELL

## Seeds

Write Us Your Needs

## SCHISLER-CORNELI SEED CO.

St. Louis, Mo.

White Clover

Orchard Grass

Tall Meadow Oat Grass

Rye Grass

W.M. G. SCARLETT & Co.  
BALTIMORE, MD.

FINE NEW PLANT FOR MINNEAPOLIS  
COMPANY

During the past month Northrup, King & Co., seedsmen, moved into their new, immense plant situated at 15th Avenue N. W. and Jackson Street, Minneapolis. Here, on an 8-acre tract of ground, covering the equivalent of four city blocks, are located three large buildings affording a floor space of nearly eight acres. The main building is 420 feet long,—partly four and partly six stories in height,—and here are located office, shipping rooms, garden seed department, and cleaning plant for field and grass seeds. Two connecting buildings are used for storage purposes and are connected by a subway to the main building.

The new plant is situated on the tracks of the Great Northern and Northern Pacific Railways. Three private tracks furnish unloading facilities for 30 cars at one time.

Not only is the new plant one of the largest of its kind, but its equipment is of the very latest and most modern type. Especially is this true of the ingenious and complicated machinery which one sees everywhere throughout the building and which spells economy and low cost in furnishing the service required of seedsmen.

One does not realize the mammoth size and the diversity of industry which this new seed house displays until he has taken a trip through the various departments. Such a trip will consume from an hour to two hours time. Everywhere the visitor meets with new devices and efficient systems. Bulk carloads of seed grain are emptied from the tracks into hoppers beneath; and are distributed to any desired part of the plant by means of belt conveyor systems. At one end of the main build-

# HAY, STRAW AND FEED

William Dermody will conduct a feed store at Flora, Ill.

D. Harbeck expects to erect a feed store at New Bedford, Mass.

A feed business has been opened at Orangeville, Ill., by Chas. Reed.

A feed store has been opened at Mt. Pulaski, Ill., by the Tribett Bros.

A new feed business will be started at Canton, Ill., by J. M. Wilcoxon.

Kennedy & Harmon have opened their new City Feed Store at Ashtabula, Ohio.

A feed and flour business will be conducted by A. J. Garrett at Mound City, Kan.

Chas. Stiburek has disposed of his feed business at Phillips, Wis., to Harry Resnick.

Nead & Meyer have succeeded H. C. Nead in the feed business at North Yakima, Wash.

F. J. Stewart has sold his grain, hay and feed business at Pontiac, Mich., to H. W. Baer.

Emil Otto's feed store at Pierce, Neb., has been purchased by J. G. MacKeller of Glenwood.

E. P. Miller of Albert Miller & Co., hay and grain receivers and shippers, Chicago, Ill., is in Washing-

Albany, N. Y., to deal in feed, flour, farm and dairy products. J. C. Watson, W. E. Taylor and A. E. Pratt are interested.

The Scottsville Produce Company of Scottsville, Ky., will add feed, seeds, flour and salt to its present stock.

Lang & Lang's feed and coal business at Hunter, Okla., has been purchased by the Hunter Mill & Elevator Company.

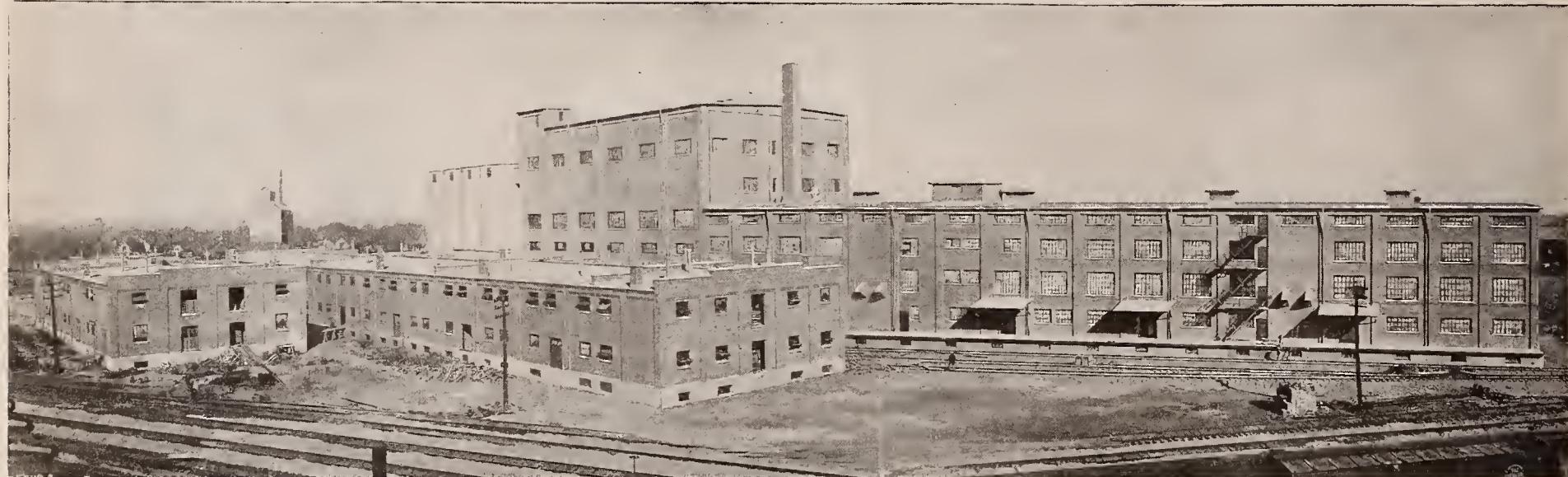
A new grain storage warehouse is to be built at St. Louis, Mo., by the Great Western Feed Company. Cost, \$30,000.

A new building is being built at Warwick, Okla., by D. W. Campbell in which W. R. Peterson will conduct a feed business.

The Barrett Building at Ainsworth, Neb., has been leased by R. Root and son, who will conduct a feed and flour business there.

T. J. Holderman has received C. W. Boulds into partnership with him in the Santa Fe Hay & Grain Company of Santa Fe, N. Mex.

Incorporation papers have been filed for the Pawling Dairy Company, Inc., of Pawling, N. Y., to



NEW PLANT OF NORTHRUP, KING & CO., MINNEAPOLIS, MINN.

ing, are located 16 concrete grain tanks, 75 feet in height. At the top of these tanks a special car moves about on tracks and directs the streams of grain from the conveyor belts into the proper compartments. A large automatic scale weighs the grain as it comes from the car. The freight cars are moved about by means of a special electrical system of machinery which obviates the necessity of a switch engine.

In the grass and field seed cleaning plant, large numbers of the latest types of machinery receive the seed from the floor above, clean it, and pass it to hoppers on the floor below. The seed bags are placed, in succession, under automatic scales, which fill them to any desired amount. The greatest accuracy and speed is thus obtained.

In the packet seed department, thousands of small packets are filled daily by machinery which gauges to the finest fraction of an ounce the seed it places in each packet. The cases which hold these packets and in which they are displayed in the dealer's store, are moved about on rolled runways, pass a series of bins where employes place packets in the proper compartments with the greatest efficiency. During the shipping season, several hundred of these boxes can be turned out each day.

A wood-working shop at the end of the main building thoroughly cleans and repairs each box that is returned, and places it in condition for another season's use.

For the welfare and greater efficiency of their employes, an immense system of machinery for thoroughly purifying all air that circulates through the building has been installed. The air is passed through jets of fine spray, the water for which is supplied by an artesian well 540 feet deep. The excess moisture is then separated from the cleansed air, and the air is heated and distributed to all parts of the building. In summer, it can be cooled to a temperature as low as 10 degrees below that of the outside air.

ton, D. C., representing Chicago on the proposed licensing of all hay dealers by the Government.

A. E. Johnson and Paul Thompson are interested in a feed and flour business at Boone, Iowa.

The feed and flour business of Dan Boyd at Marshall, Ark., has been purchased by S. A. Lay.

The feed and flour business of Walter Bowersock at Picher, Okla., has been disposed of by him.

D. B. English is manager of the new feed business of the Cash Grain Store at Haskell, Texas.

The Farmers Feed Company has been incorporated at New York City, capitalized at \$1,500,000.

Marcus Skowbo has moved his feed, grain and flour business into his new building in Emmetsburg, Iowa.

The Narragansett Milling Company's feed stores have been purchased by A. S. Gurney of Wareham, Mass.

A feed and flour business has been started at Mendota, Ill., in the Eagle Mill Building, by J. E. King.

Earl J. Cobb's feed and flour business located at Sun Prairie, Wis., is now the property of Carl O. Krause.

Capitalized with stock of \$300,000, the Thermo Dairy Can Company, Inc., has been formed at

engage in a feed, coal, farm and dairy products business. B. L. Haskins, B. B. Hampton and D. Washburn are interested. Capital stock amounts to \$50,000.

A modern building is being erected at Weatherford, Okla., by J. K. Brown, who will conduct a feed business.

Members of the Hay Exchange of Omaha, Neb., are considering the erection of a building there to be used exclusively by hay men.

W. S. Hoge, Jr., has filed incorporated papers for the Alexandria Hay & Grain Company, Inc., of Leesburg, Va. Capital stock is \$50,000.

Plans for a feed and flour warehouse are being made by the Farmers' County Association of Oostburg, Wis. The plant will cost \$6,500.

Ground has been broken by the Murphy Feed Company of Milwaukee, Wis., for a new office building, 21x30 feet. The plant will cost \$2,500.

John P. Gary, E. A. Stiefel, T. C. Power and T. W. Martin have incorporated at Bozeman, Mont., as the Gary Hay & Grain Company. Capital stock is \$100,000.

Incorporation papers have been filed by M. H. Herrick, R. L. Herrick and James C. Gergie as the Herrick Feed Company to operate at Harvard, Ill. Capital stock is \$10,000.

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Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

Miscellaneous  
Notices

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## CHICAGO HAY LETTERS

Henry H. Freeman & Co., of Chicago, report in a recent letter: "Receipts of timothy moderate with a continued healthy market prevailing. The demand has been unusually good for it is the disposition of the trade to stock up fearing a greater car shortage during the winter months. Load as freely as possible. Very little prairie moving to this market and look for a light run as the western States are greatly in need of hay and prairie is moving in different directions than usual or normal. Good state hay is high. We look for continued good markets."

"The severe weather which has gripped the country has interfered with the baling and loading of hay to a great extent and will mean light receipts at terminal markets for a while," say W. R. Mumford & Co., of Chicago, Ill., in their letter of December 13. "Markets will probably strengthen some from this level. Shippers who are in a position to load hay at this time we believe will strike a good market."

"Our markets are generally dull around the holiday season as the majority of the large consumers are out of the market until after the first of the year as they wish to have their stocks at a minimum when they take their annual inventory. However, this year, with the heavy Government buying we believe this demand will take care of any slack in the market due to let up in local buying."

HAY TRADE CONDITIONS IN THE  
UNITED STATES

At the present time these conditions are very unsettled due to several different factors. First and foremost that of car shortage. Second, the large demand of the United States Government. Third, the shutting off of supplies of hay from Canada. These latter two could easily be offset were it possible to move the crop of this country from sections where it is plentiful to sections where there was a shortage. This, however, is something that we cannot hope for. In fact, it is quite likely that the car situation will become more acute as we go through the winter months and this on top of the increased demand for hay which we estimate to be at least 25 per cent over normal demand and the shutting off at the present time of the large shipments that have been coming from Canada, will without a doubt result in a fur-

ther advance in prices. We can suggest no remedy for the existing conditions, cannot see where anyone is to blame. Railroads we know are doing all they can. They cannot do the impossible. The Government might fix prices. That, however, would not increase the movement of hay. In fact, we hear but very little complaint against prices. The cry is for hay. The trade in general realizes that conditions are abnormal and are willing to accept them.—Albert Miller & Co., Chicago, Ill. [Letter of December 13.]

## ST. LOUIS HAY MARKET

Toberman, Mackey & Co., in their letter of December 10 report: "The hay market in St. Louis had another advance today of a full dollar per ton. As we had expected, receipts are very light, and there is an exceptionally strong demand for all classes of hay. There will not be enough hay the balance of this month in St. Louis to go around. Can see nothing but strong high prices during this month, and for that matter during the winter. The demand is pretty general, all classes of hay being in demand. Clover and heavy mixed scarce. The alfalfa market is strong on all classes of hay. Prairie strong and high on all the better grades, with a good demand even for the medium and lower grades."

Mullally Hay & Grain Company, St. Louis, in its letter of December 12 advises: "Hay market during the past week ruled stronger. There was an urgent demand for all grades of timothy and clover mixed; both shippers and local buyers bought freely, taking most everything offered on arrival at full prices causing a free movement here and our market kept well cleaned up right along and is in an excellent condition for fresh arrivals. Shippers that can get cars to ship should ship now as later on it may be still harder to get cars than it is at present. Fresh arrivals will meet ready sale at a higher range of prices than the present quotations. Clover hay is in light offerings and demand good for the best grades. There is a fair demand for second crop clover owing to the light offerings of first cutting though the trade mostly all want first crop clover when they can obtain it. Prairie hay is in scant offerings and demand urgent at a very high range of prices. In fact, the market is bare of prairie and the trade is unsupplied and we advise prompt shipments. Alfalfa hay is ruling steady and about unchanged with a good demand for all grades at the prevailing prices."



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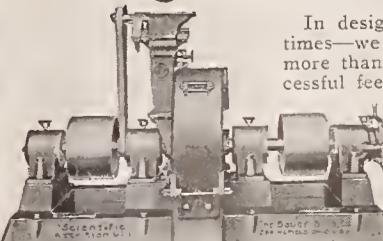
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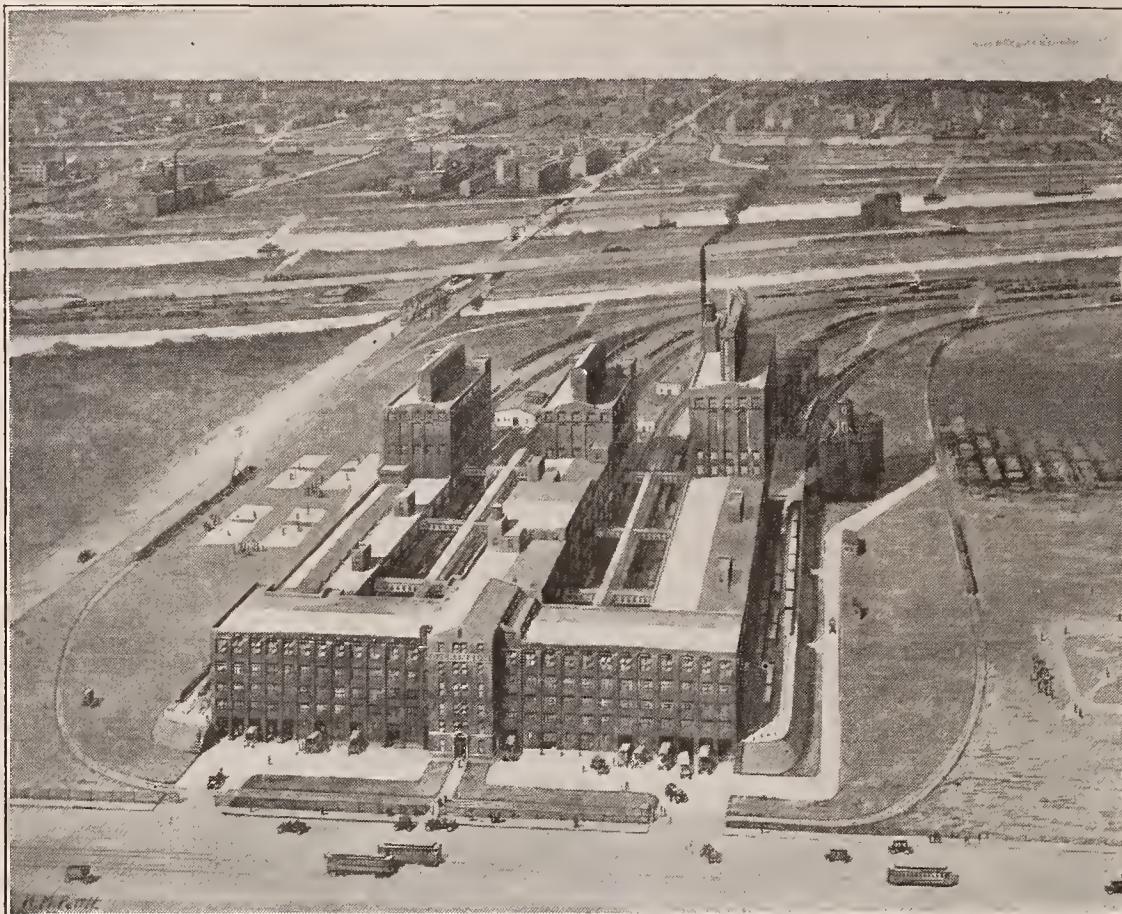
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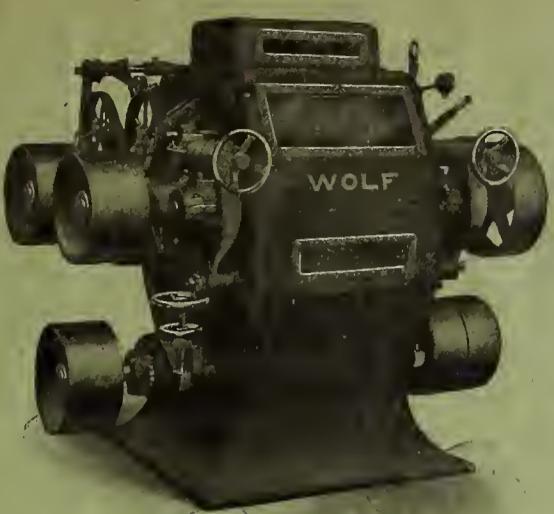
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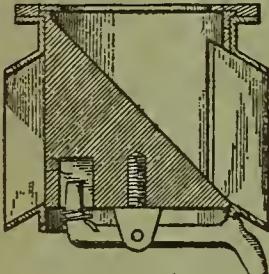
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